A1-F18AC-580-500
1 MARCH 1985
CHANGE 8 - 1 JUNE 2002

TECHNICAL MANUAL

ORGANIZATIONAL MAINTENANCE SYSTEM SCHEMATICS

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

NAVY MODEL
F/A-18A AND F/A-18B
161353 AND UP

N68936-01-D-0007

PUBLISHED BY DIRECTION OF THE COMMANDER, NAVAL AIR SYSTEMS COMMAND

NUMERICAL INDEX OF EFFECTIVE WORK PACKAGES/PAGES

List of Current Changes

Original 0 . . . . . Mar 85
Change 1 . . . . . 1 May 86
Change 2 . . . . . 1 Sep 86
Change 3 . . . . . 15 Apr 87
Change 4 . . . . . 15 Oct 87
Change 5 . . . . . 1 Oct 88
Change 6 . . . . . 15 Aug 92
Change 7 . . . . . 1 Dec 00
Change 8 . . . . . 1 Jun 02

Only those work packages/pages assigned to the manual are listed in this index. Insert Change 8, dated 1 June 2002. Dispose of superseded work packages/pages. Superseded classified work packages/pages shall be destroyed in accordance with applicable security regulations. If changed pages are issued to a work package, insert the changed pages in the applicable work package. The portion of text affected in a change or revision is indicated by change bars or the change symbol "R" in the outer margin of each column of text. Changes to illustrations are indicated by pointing hands, change bars, or MAJOR CHANGE symbols. Changes to diagrams may be indicated by shaded borders.

Total number of pages in this manual is 276 consisting of the following:

LIST OF TECHNICAL PUBLICATION DEFICIENCY REPORTS INCORPORATED

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes TPDR WP, dated 1 December 2000.

1. The TPDRs listed below have been incorporated in this issue.

IDENTIFICATION NUMBER/ QA SEQUENCE NUMBER	LOCATION
NONE	

ALPHABETICAL INDEX

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes WP001 00, dated 1 October 1988.

INTRODUCTION

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes WP002 00, dated 1 October 1988.

1. PURPOSE.

2. This manual has system schematics to give information about the system and allow signal tracing through the system. The system schematics support on-aircraft maintenance of mechanical, pneudraulic, electrical, and electronic functions. These functions are integrated on the schematics for ease of troubleshooting a complete system.

3. CONTENT.

4. Each system is supported by schematics and a component locator.

5. **COMPONENT LOCATOR.** The component locator shows aircraft location, nomenclature and reference designation number of each system component. The illustration shows the technicians view when possible.

6. **SCHEMATICS.** Simplified schematics, and detailed schematics provide direct support for testing and troubleshooting. All schematics are shown with electrical power off, switches in off position, and relays in deenergized position unless noted on schematic.

7. **Simplified Schematics.** Simplified schematics consist primarily of blocks connected by single lines with limited use of symbols and pictorial drawings of units. These schematics simplify system functions as much as possible.

8. **Detailed Schematics.** Detailed schematics integrate applicable electrical, pneudraulic and mechanical functions of the system. Detailed schematics show component location, connector pin letters and numbers, in line connectors, test points, and enough data to trace signals through the components within the system. Operational information next to components provides more data as required.

9. SCHEMATIC HIGHLIGHTS.

10. For schematic highlights see figure 1.

11. MANUAL ISSUE DATE.

12. The date on the title page is the copy freeze date. No additions, deletions, or changes are made after the manual issue date except last minute safety of flight or required maintenance changes. Data collected after the manual issue date will be included in later changes or revisions of the manual.

13. EFFECTIVITIES.

14. Effectivity notes on manual title pages, work package title pages, and within a work package indicate the aircraft or software program to which the data applies. If no effectivity note appears on the work package title page, the work package has the same effectivity as shown on the manual title page. The effectivity notes may use:

NOTE

Aircraft with model designator F/A-18B are the same type and model as TF/A-18A.

a. Type, model, and series

b. Bureau number (tail number)

c. Combination of type, model, series, and bureau numbers

d. Part number or serial number

e. Technical directive number

f. Configuration/identification number

15. The table below shows examples of effectivity notes and their meanings:

Effectivity Note Examples

Effectivity Note	Definition
160777 AND UP	Applicable to all F/A-18A, F/A-18B, F/A-18C and F/A-18D for bureau numbers listed.
F/A-18A, F/A-18B	Applicable to all F/A-18A and F/A-18B.
F/A-18C, F/A-18D	Applicable to all F/A-18C and F/A-18D.
F/A-18A	Applicable to all F/A-18A, but not F/A-18B, F/A-18C and F/A-18D.
F/A-18B	Applicable to all F/A-18B, but not F/A-18A, F/A-18C, and F/A-18D.
F/A-18C	Applicable to all F/A-18C, but not F/A-18A, F/A-18B, and F/A-18D.
F/A-18D	Applicable to all F/A-18D, but not F/A-18A, F/A-18B, and F/A-18C.
F/A-18A, F/A-18C	Applicable to all F/A-18A and F/A-18C, but not to F/A-18B and F/A-18D.
F/A-18B, F/A-18D	Applicable to all F/A-18B and F/A-18D, but not to F/A-18A and F/A-18C.
F/A-18A 160775, 160777 THRU 160782	Only applicable to some bureau numbers of F/A-18A. Not applicable to any F/A-18B, even if an F/A-18B bureau number is within the numbers listed.
F/A-18C 163427, 163430 THRU 163456	Only applicable to some bureau numbers of F/A-18C. Not applicable to any F/A-18D, even if an F/A-18D bureau number is within the numbers listed.
F/A-18B 160784 AND UP	Only applicable to some bureau numbers of F/A-18B. Not applicable to any F/A-18A, even if an F/A-18A bureau number is within the numbers listed.
F/A-18D 163434 THRU 163457	Only applicable to some bureau numbers of F/A-18D. Not applicable to any F/A-18C, even if an F/A-18C bureau number is within the numbers listed.
160775 THRU 160785 BEFORE F18 AFC 772	Applicable to F/A-18A and F/A-18B for bureau numbers listed, before modification by technical directive.
161213 AND UP, ALSO 160775 THRU 160785 AFTER F18 AFC 772	Applicable to aircraft modified during production; also applicable when affected aircraft have been modified by technical directive.
160775 THRU 160785; WHEN NO. 2 CONTROL PANEL P/N XXXX-X IS INSTALLED	Applicable to F/A-18A and F/A-18B for bureau numbers listed if panel P/N XXXX-X is installed.(Configuration before AVC)

Effectivity Note Examples (Continued)

Effectivity Note	Definition
161213 AND UP; ALSO 160775 THRU 160785; WHEN NO. 2 CONTROL PANEL P/N XXXX-Y (AVC-102) IS INSTALLED	Applicable to aircraft modified during production; also applicable to aircraft components modified to the production configuration by technical directive. (Configuration after AVC)
P/N MBEU65101-9, MBEU65101-10 & MBEU65105-3	Applicable to assemblies which are interchangeable between aircraft.
ENGINE No. 215101 THRU 215109	Applicable to assemblies which are interchangeable between aircraft, but configurations can not be identified by part number.
CONFIG/IDENT NUMBER 84A	The CONFIG/IDENT Number is the program load identification number which identifies the software program loaded in specific programmable units. Refer to A1-F18AC-SCM-000 for CONFIG/IDENT Number tables.

16. TECHNICAL DIRECTIVES.

17. Technical directives are documents which direct the accomplishment, and recording of a retrofit configuration or inspection to delivered aircraft, or aircraft components.

18. **AIRFRAME (AFC) OR SOFTWARE CONFIGURATION (ASC) CHANGES.** AFC and ASC effectivities are written the same, except only the AFTER configuration of an ASC is shown in a manual. See AFC effectivity example in Effectivity Note Example table.

19. **AIRCRAFT COMPONENT CHANGES.** Technical directives which change configuration of aircraft components, i.e. AAC, ACC, AVC, AYC, and PPC will list part numbers in the effectivities. See AVC effectivity examples in Effectivity Note Example table.

20. RECORD OF APPLICABLE TECHNICAL DIRECTIVES.

21. The technical directives affecting this manual are listed in the Record of Applicable Technical Directives of each affected work package. Because an ASC directs all aircraft be modified within 30 days, ASC's are not listed. When all affected aircraft are modified, the before configuration is removed from the manual, and the technical directive entry is removed from the Record of Applicable Technical Directives.

22. TECHNICAL PUBLICATIONS DEFICIENCY REPORT (TPDR).

23. The TPDR (OPNAV FORM 4790/36) is the form for reporting errors and suspected omissions in the technical manuals. Reporting procedures are in OPNAVINST 4790.2 SERIES.

24. DIGITAL DISPLAY INDICATORS.

25. Digital Display Indicators IP-1317( ) used on aircrafts 161353 THRU 163782 and Digital Display Indicators IP-1556/A used on aircrafts 163895 AND UP may be referred to as Digital Display Indicators. Full Navy (AN) standard nomenclature will be used in the Illustrated Parts Breakdown (IPB).

26. REQUISITION AND AUTOMATIC DISTRIBUTION OF NAVAIR TECHNICAL MANUALS.

27. Procedures to be used by Naval activities and other Department of Defense activities requiring NAVAIR technical manuals are defined in NAVAIR 00-25-100 and NAVAIRINST 5605.5A.

28. To automatically receive future changes and revisions to NAVAIR technical manuals, an activity must be established on the Automatic Distribution Requirements List (ADRL) maintained by the Naval Air Technical Data and Engineering Service Command (NATEC). To become established on the ADRL, notify your activity central technical publications librarian. If your activity does not have a library, you may establish your automatic distribution by contacting the Commanding Officer, NA-

TEC, Attn: Distribution, NAS North Island, Bldg. 90, P.O. Box 357031, San Diego, CA 92135-7031. Annual reconfirmation of these requirements are necessary to remain on automatic distribution. Please use your NATEC assigned account number whenever referring to automatic distribution requirements.

29. If additional or replacement copies of this manual are required with no attendant changes in the ADRL, they may be ordered by submitting a MILSTRIP requisition in accordance with NAVSUP 485 to Routing Identifier Code "NFZ". MILSTRIP requisitions can be submitted through your supply office, Navy message, or SALTS to DAAS (Defense Automated Address System), or through the DAAS or NAVSUP web sites. For assistance with a MILSTRIP requisition, contact the Naval Inventory Control Point (NAVICP) Publications and Forms Customer Service at DSN 442-2626 or (215) 697-2626, Monday through Friday, 0700 to 1600 Eastern Time.

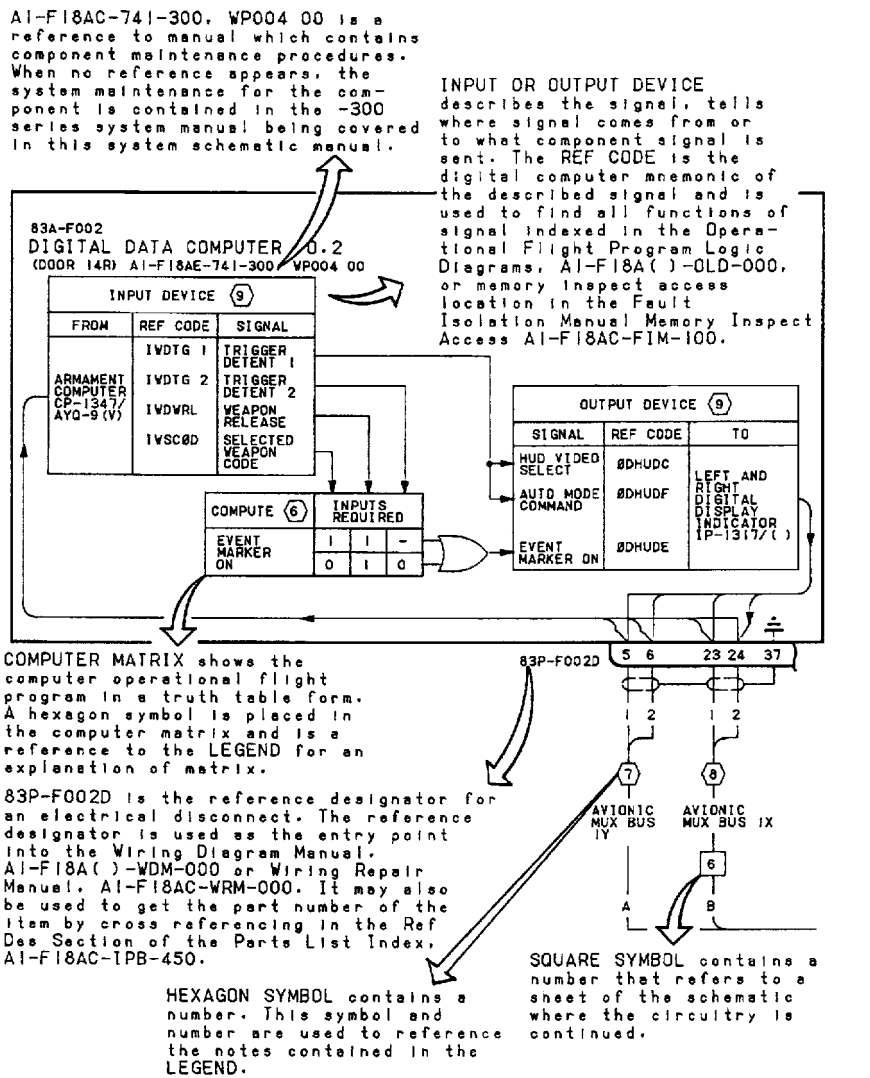


Figure 1. Schematic Highlights (Sheet 1)

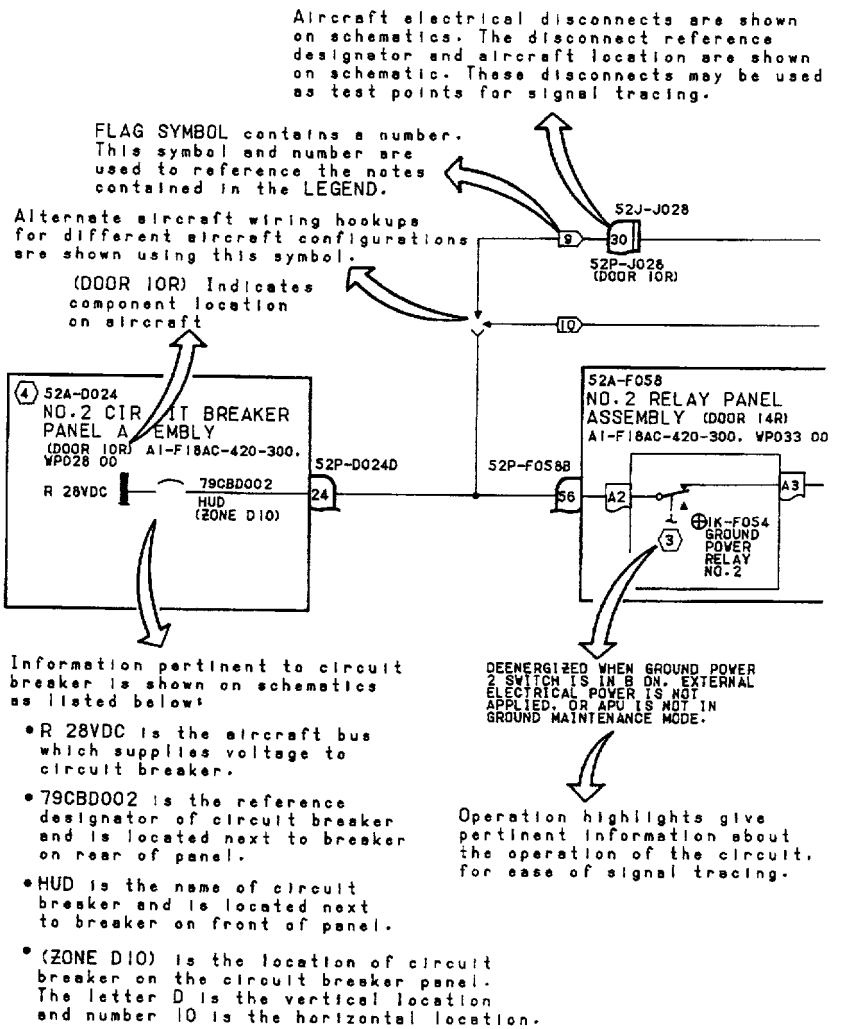


Figure 1. Schematic Highlights (Sheet 2)

The legend contains all notes pertinent to the schematic as listed below:

- NUMBER listed with no symbol is general information about the schematic.
- NONSTANDARD SYMBOLS appearing on schematic are shown or referenced with an explanation.
- ABBREVIATIONS appearing on schematic are shown or referenced with an explanation.
- HEXAGON SYMBOL refers to another schematic or manual for continuation of a circuit or an explanation of data contained on schematic.
- FLAG SYMBOL indicates limited aircraft application.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH TO LOW LEVEL CURRENT, SEE NOTE 1.

(3) GROUND POWER SWITCHING SCHEMATIC, A1-F18AC-420-500, WP005 00.

(4) POWER DISTRIBUTION SCHEMATIC, A1-F18AC-420-500, WP004 00.

(5) EXPLANATION OF MATRIX:
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.
   C. THE SIGNAL OUTPUT IS READ HORIZONTALLY, EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED:
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THE INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(6) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP003 00.

(7) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP003 00.

(8) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

[9] F/A-18A.

[10] F/A-18B.

00200103

Figure 1. Schematic Highlights (Sheet 3)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

COMPONENT LOCATOR

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 IAFC 056	27 Mar 85	Fuel System Components Replacement and System Inspection (ECP MDA-F18-00158R1 and ECP MDA-F/A-18-00160)	1 May 86	
F/A-18 AFC 27	13 Jul 90	Leading Edge Flap/Control Stick Changes, Incorporation of (ECP MDA-F/A-18-00044C2)	1 May 86	
F/A-18 AFC 49	28 Feb 90	Sealed Lead Acid Battery, Addition of (ECP MDA-F/A-18-00074)	1 Sep 86	
F/A-18 AFC 48	28 Feb 90	Automatic AC Bus Isolation, Incorporation of (ECP MDA-F/A-18-00121R1)	1 Sep 86	

Record of Applicable Technical Directives (Continued)

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 70	31 Dec 89	Motive Flow Fuel Boost Pump Pressure Switch Installation of (ECP MDA-F/A-18-00158R2)	15 Oct 87	
F/A-18 AFC 90	2 Feb 90	GFE Battery Relay Control Unit, Incorporation of (ECP MDA-F/A-18-00165R1)	1 Oct 88	
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

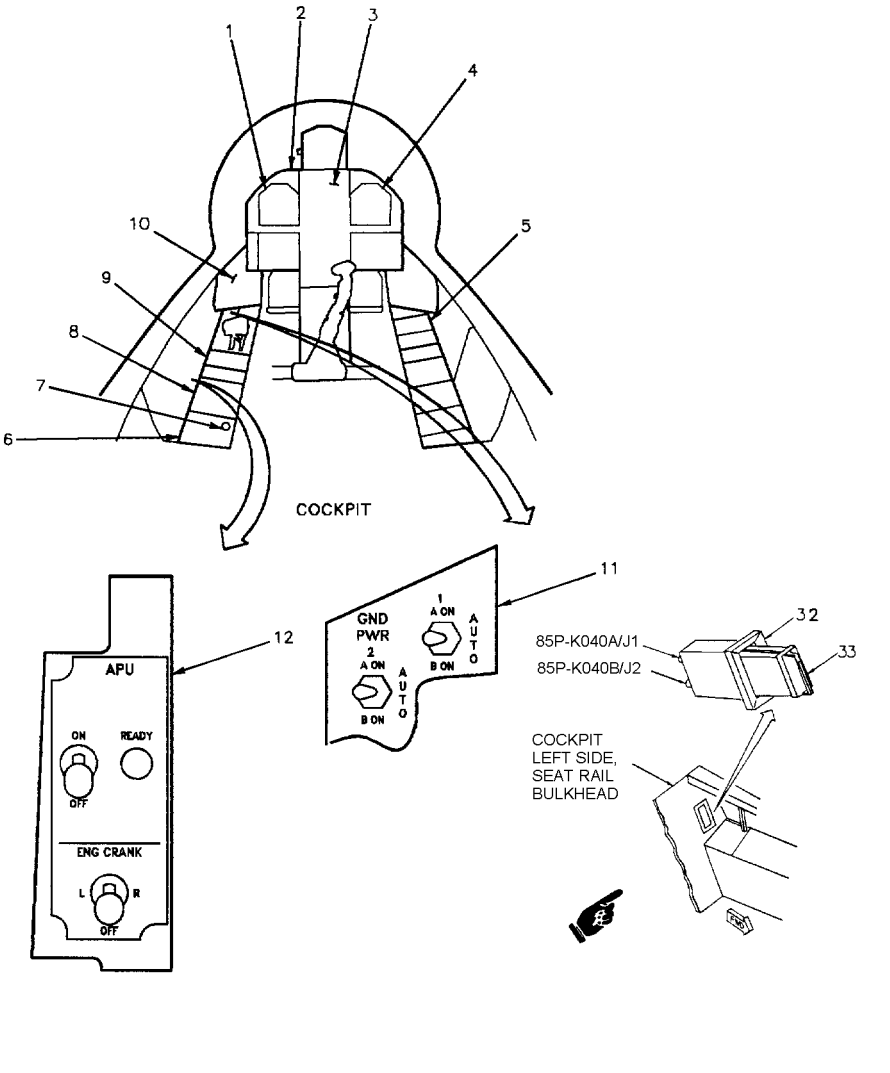
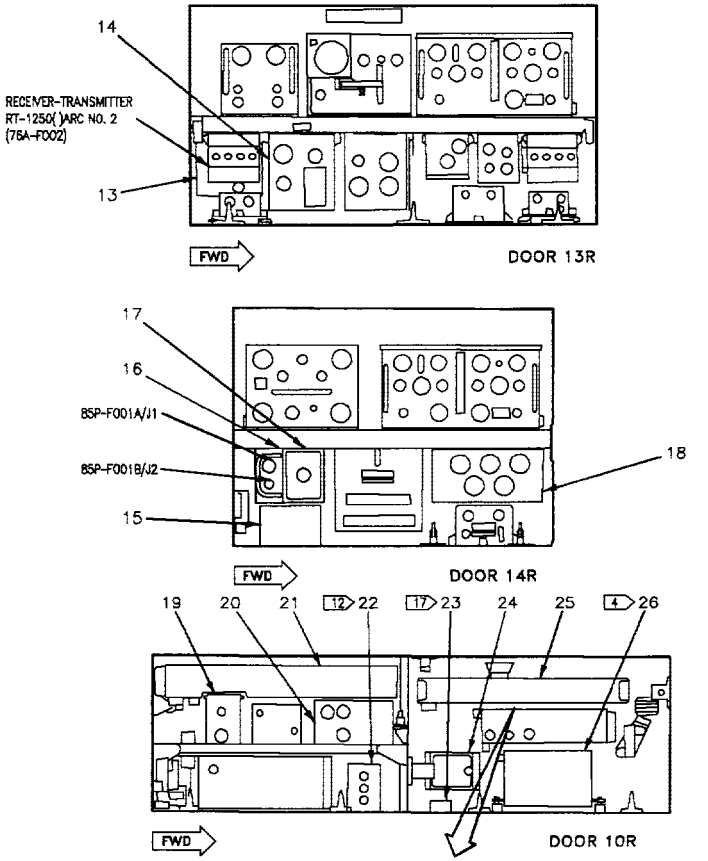


Figure 1. Component Locator (Sheet 1)



52A-D024 NO. 2 CIRCUIT BREAKER PANEL ASSEMBLY

ZONE	REF DES	NOMENCLATURE	BUS
6 A11	80CBD007	MFD	R 115VAC ØA
7 A17	80CBD007	MFD	R 115VAC ØA
6 B11	80CBD008	MFD	R 115VAC ØB
7 B17	80CBD008	MFD	R 115VAC ØB
6 C11	80CBD009	MFD	R 115VAC ØC
7 D7	80CBD009	MFD	R 115VAC ØC

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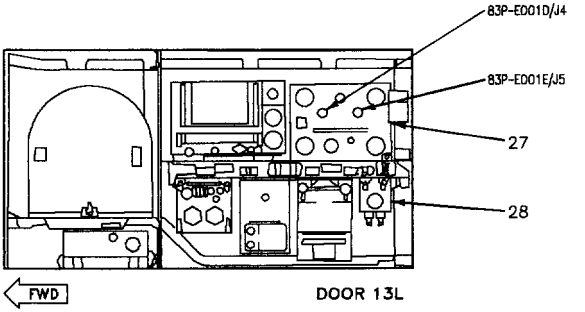
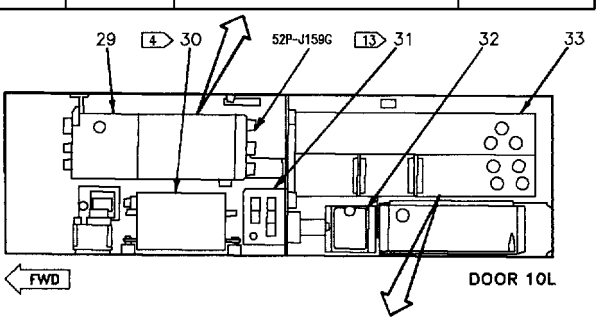
Figure 1. Component Locator (Sheet 2)



52A-C159 NO. 8 CIRCUIT BREAKER/RELAY PANEL ASSEMBLY

ZONE	REF DES	NOMENCLATURE	BUS
D2	85CBC004	MSDRS	4 MAINT 24/28VDC 5 U BATT/MAINT 24/28VDC
D12	80CBC006	MMD	L 115VAC ØC
E12	80CBC005	MMD	L 115VAC ØB
F12	80CBC004	MMD	L 115VAC ØA
18 A7	85CBC045	MEMORY UNIT	L 28VDC

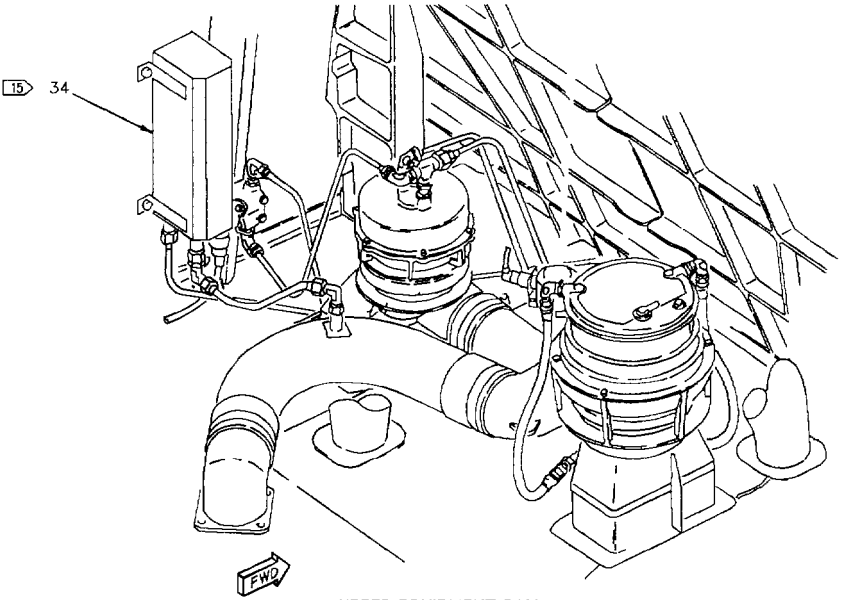


52A-C057 NO. 7 CIRCUIT BREAKER/RELAY PANEL ASSEMBLY

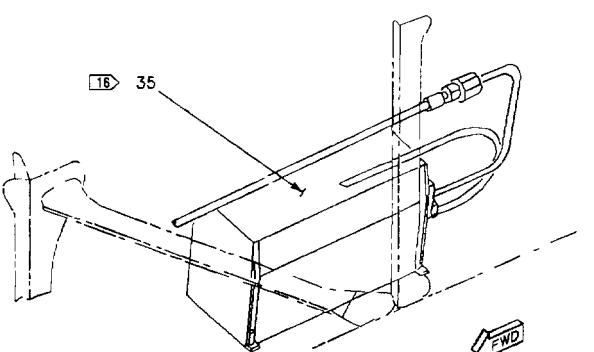
ZONE	REF DES	NOMENCLATURE	BUS
A20	83CBC006	MISSION COMP NO 1	L 115VAC ØA
B20	83CBC007	MISSION COMP NO 1	L 115VAC ØB
C20	83CBC008	MISSION COMP NO 1	L 115VAC ØC

00300103

Figure 1. Component Locator (Sheet 3)



UPPER EQUIPMENT BAY
VIEW LOOKING DOWN AND OUTBOARD



REAR COCKPIT
RIGHT CONSOLE, VIEW
LOOKING DOWN AND OUTBOARD

18AC-580-50-(11-4)17-SCAN

Figure 1. Component Locator (Sheet 4)

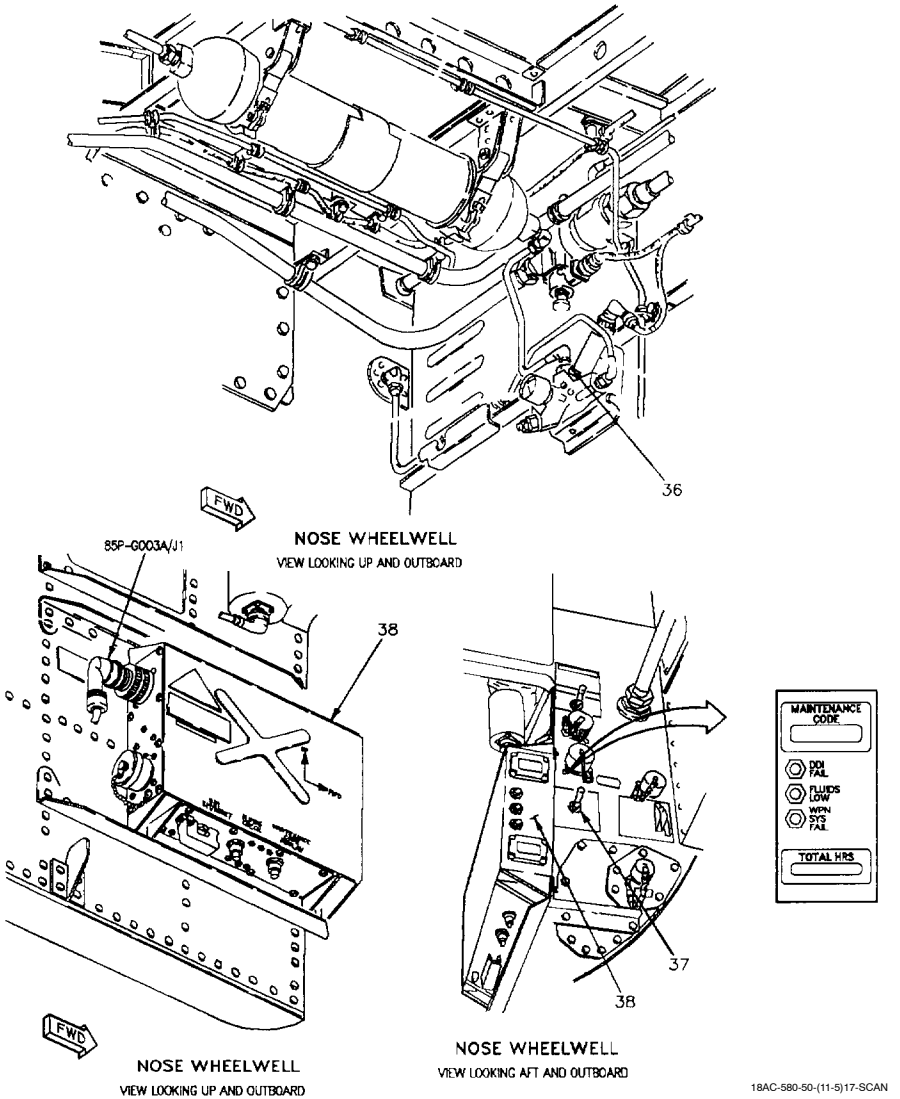
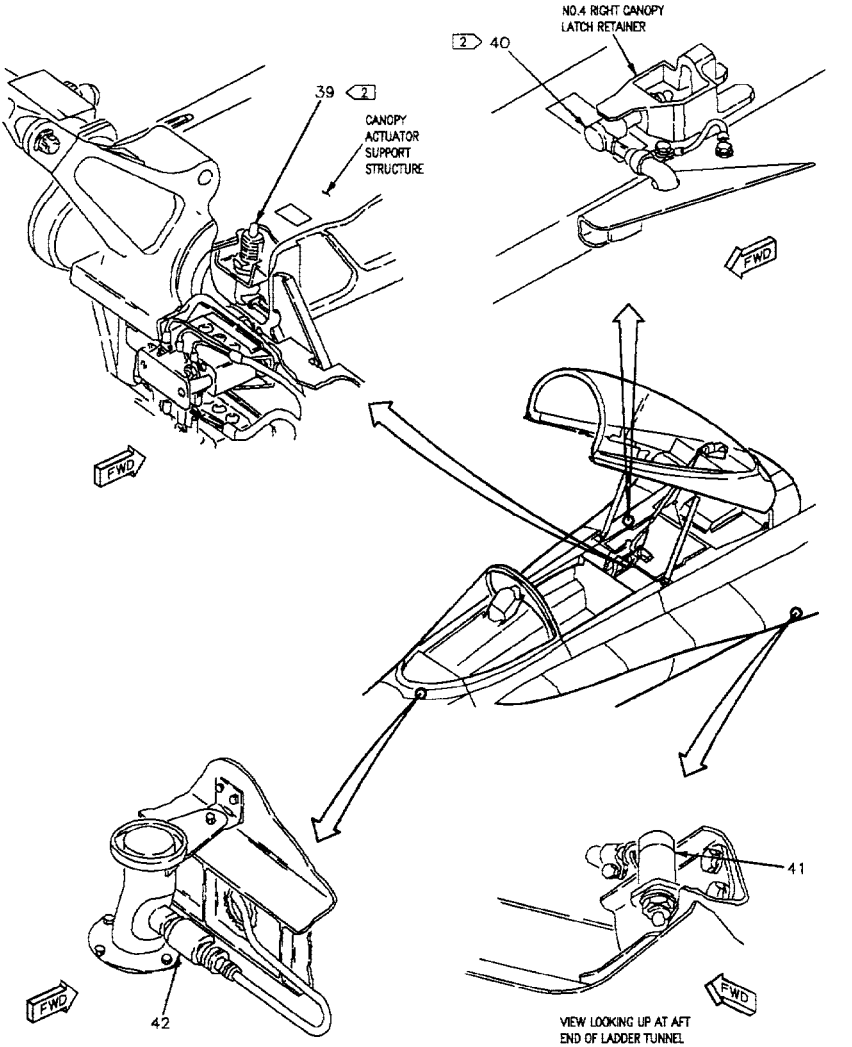


Figure 1. Component Locator (Sheet 5)



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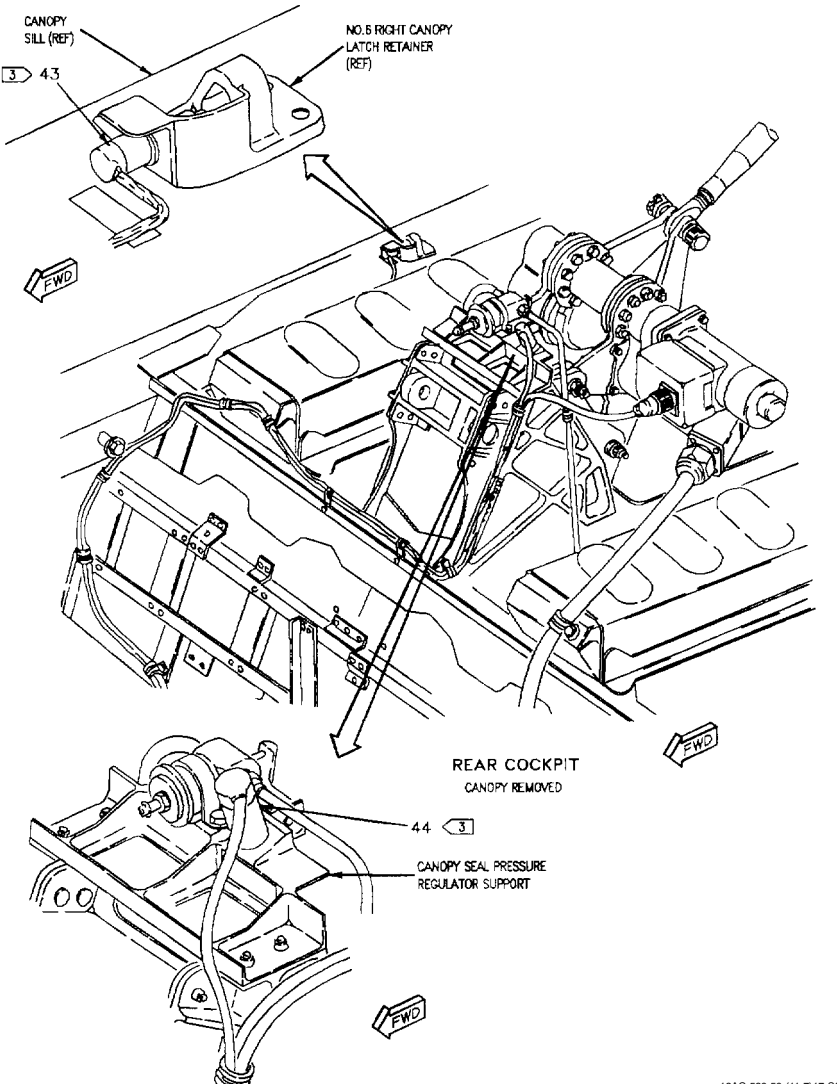

Figure 1. Component Locator (Sheet 7)

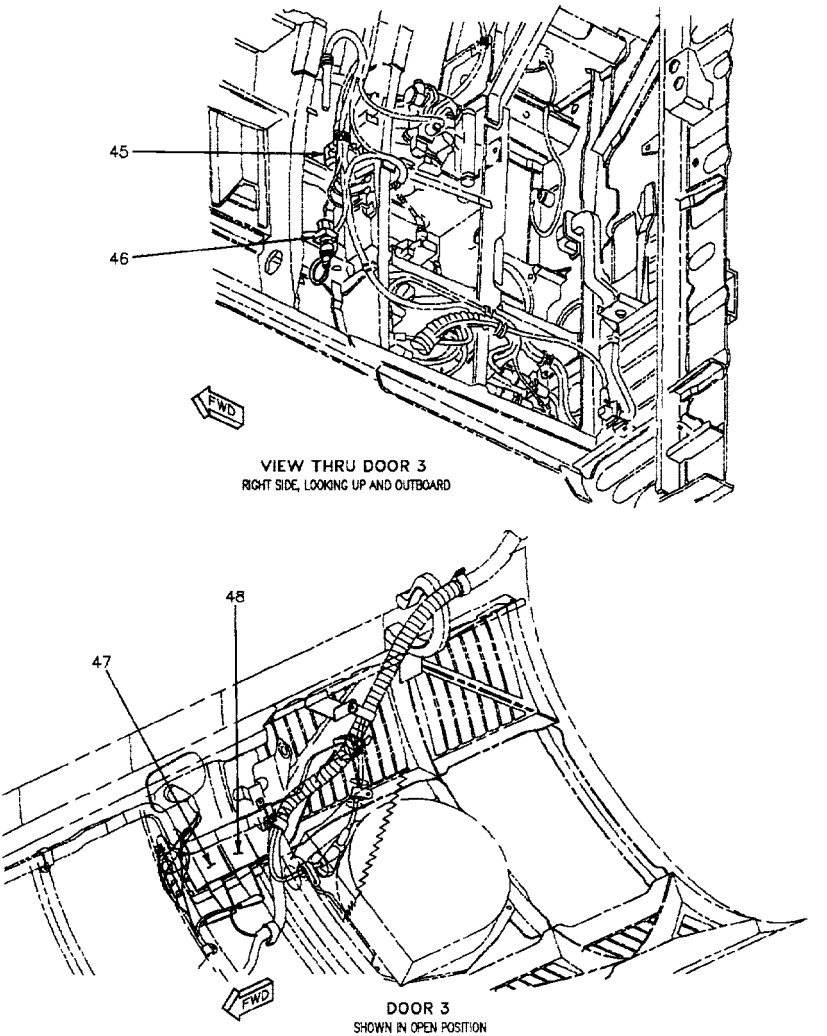

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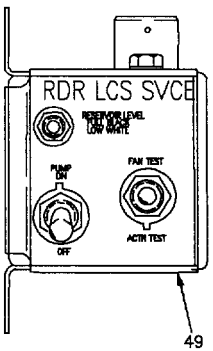
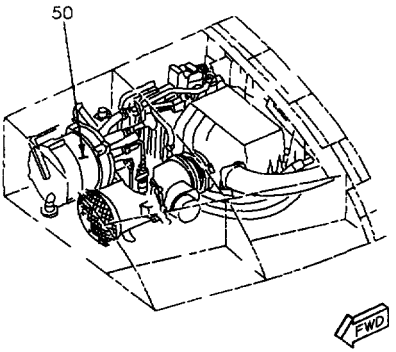
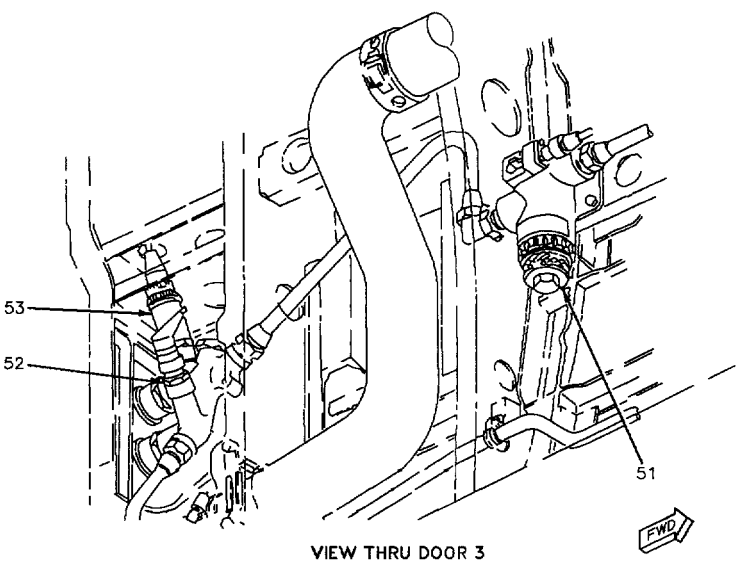
Figure 1. Component Locator (Sheet 8)



DOOR 6



DOOR 22L



VIEW THRU DOOR 3

18AC-580-50-(11-9)17-SCAN

Figure 1. Component Locator (Sheet 9)

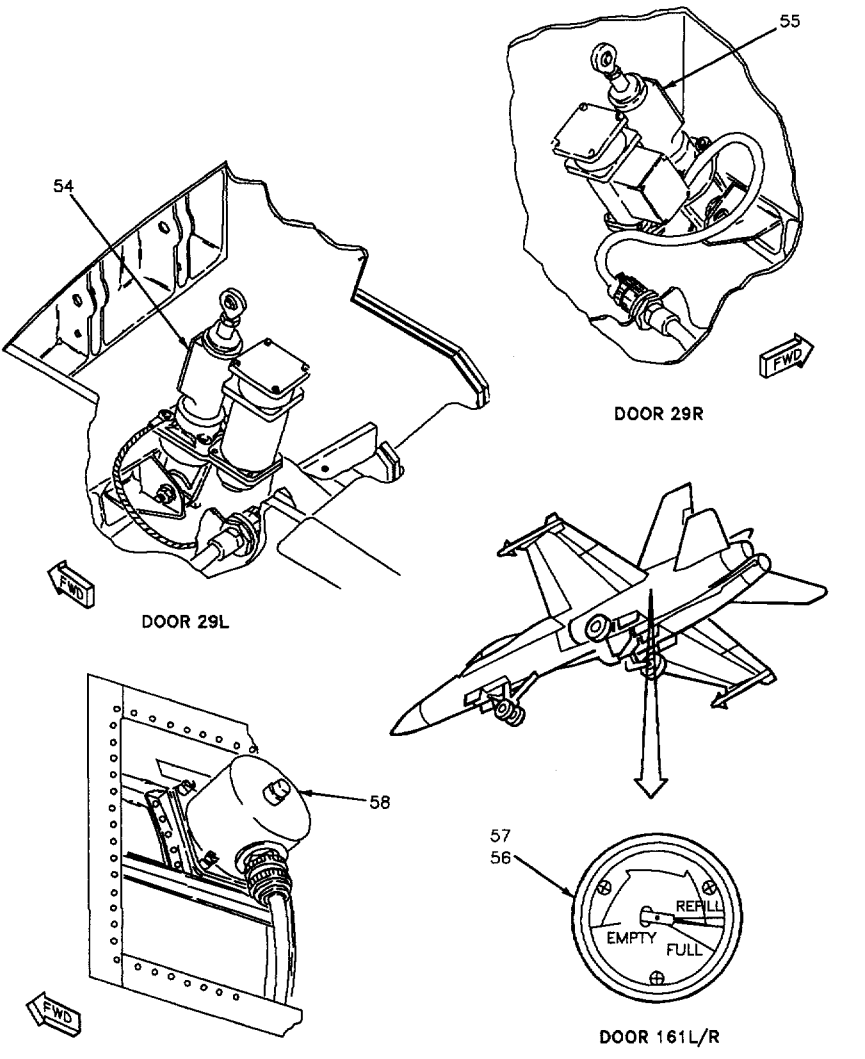
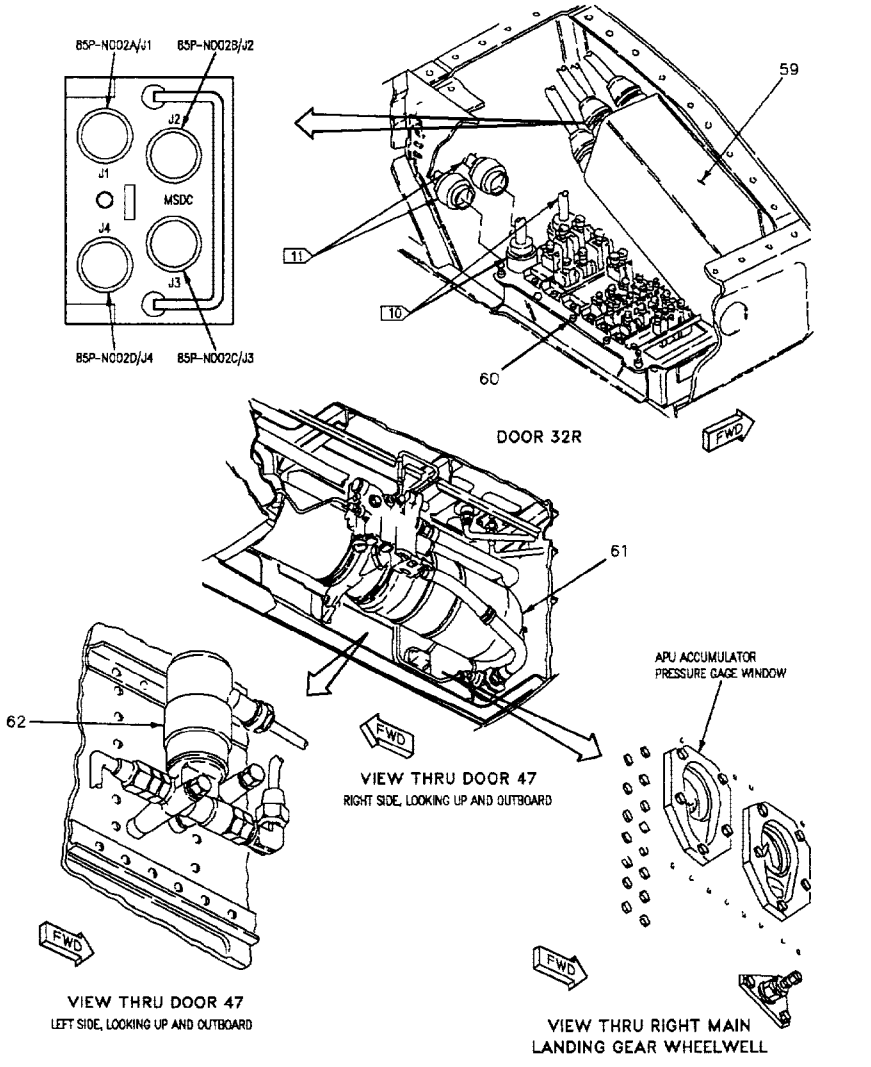


Figure 1. Component Locator (Sheet 10)



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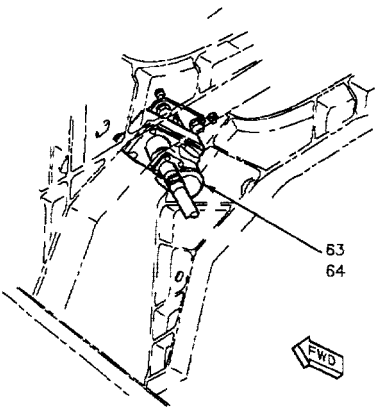
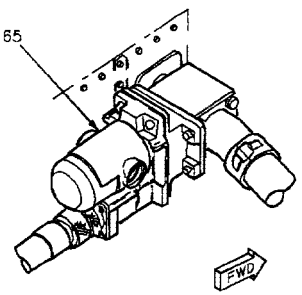
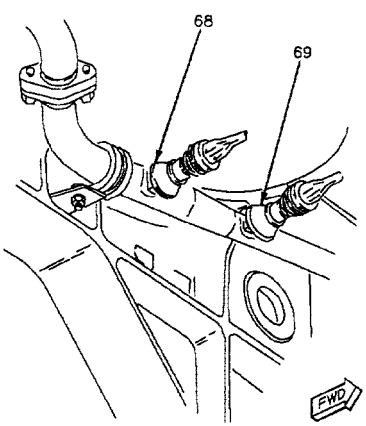


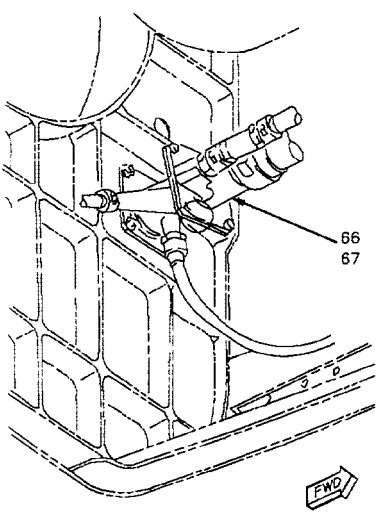
LEFT MAIN LANDING GEAR WHEELWELL
VIEW LOOKING UP AND INBOARD
LEFT SIDE SHOWN, RIGHT SIDE TYPICAL



ACCESS THRU DOOR 53L
FLAME COVER REMOVED FOR CLARITY



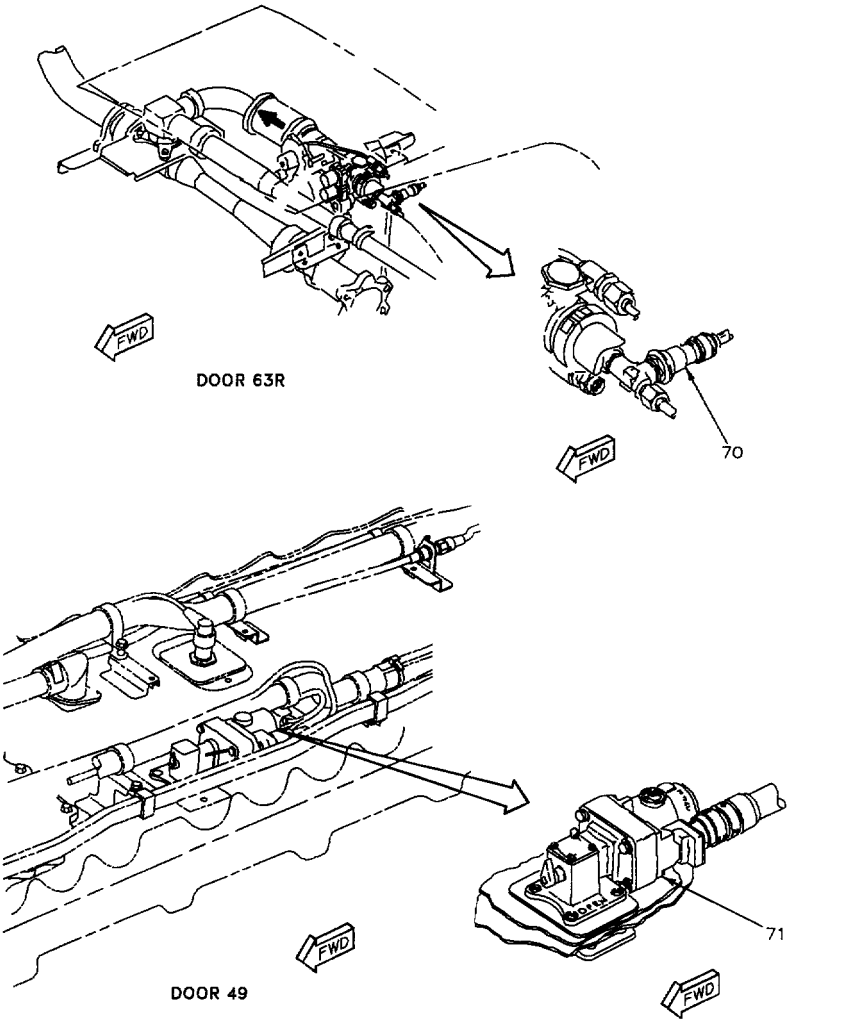
LEFT MAIN LANDING GEAR WHEELWELL
VIEW LOOKING UP AND OUTBOARD
LEFT SIDE SHOWN, RIGHT SIDE TYPICAL



VIEW THRU DOOR 53L
LOOKING UP AND OUTBOARD
LEFT SIDE SHOWN, RIGHT SIDE TYPICAL

18AC-580-50-(11-12)17-SCAN

Figure 1. Component Locator (Sheet 12)



18AC-580-50-(11-13)17-SCAN

Figure 1. Component Locator (Sheet 13)

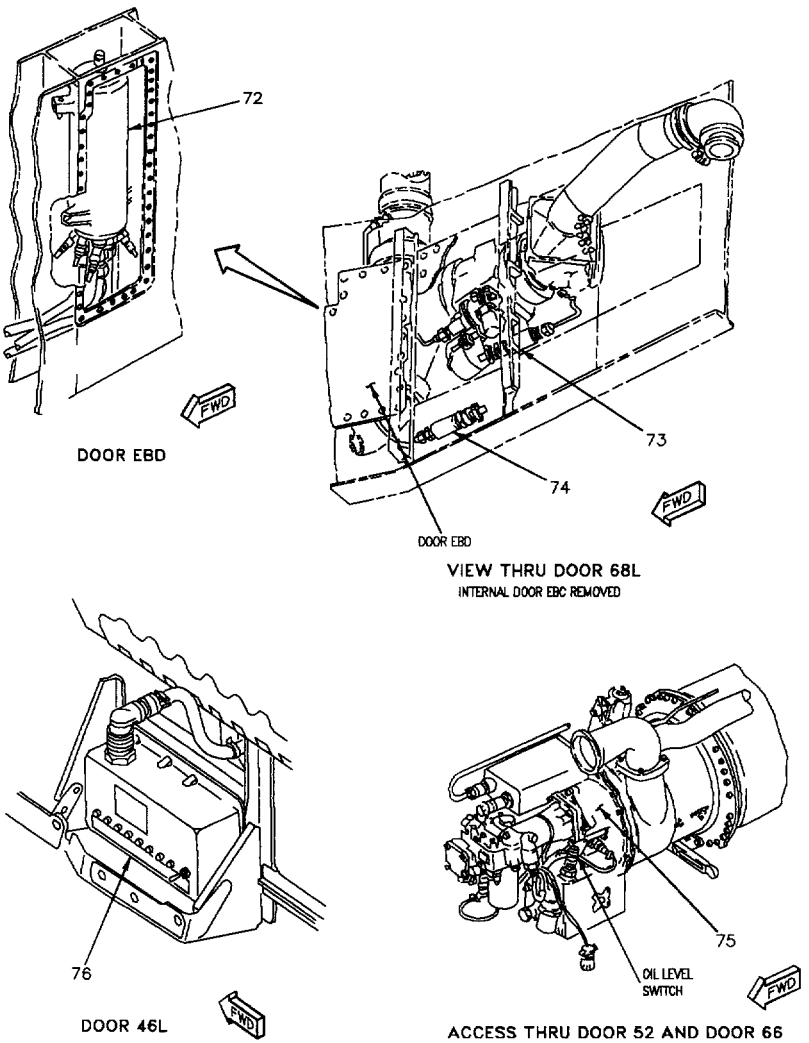
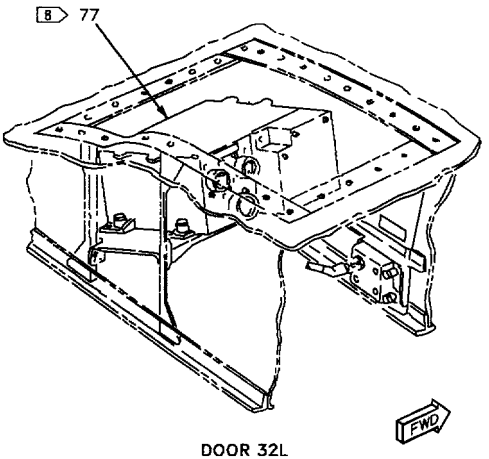
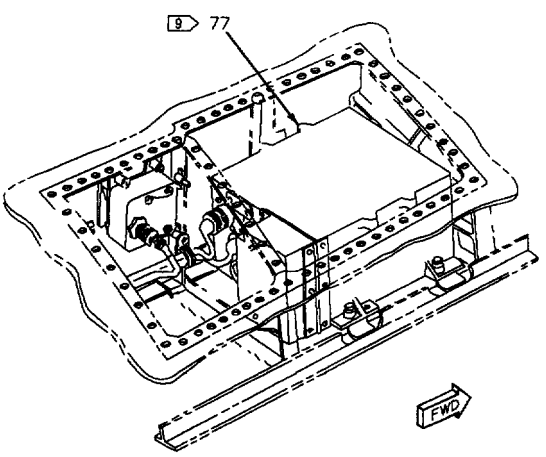


Figure 1. Component Locator (Sheet 14)



DOOR 32L

LEFT SIDE, VIEW LOOKING OUTBOARD



DOOR 94

RIGHT SIDE, VIEW LOOKING INBOARD

18AC-580-50-(11-15)17-SCAN

Figure 1. Component Locator (Sheet 15)

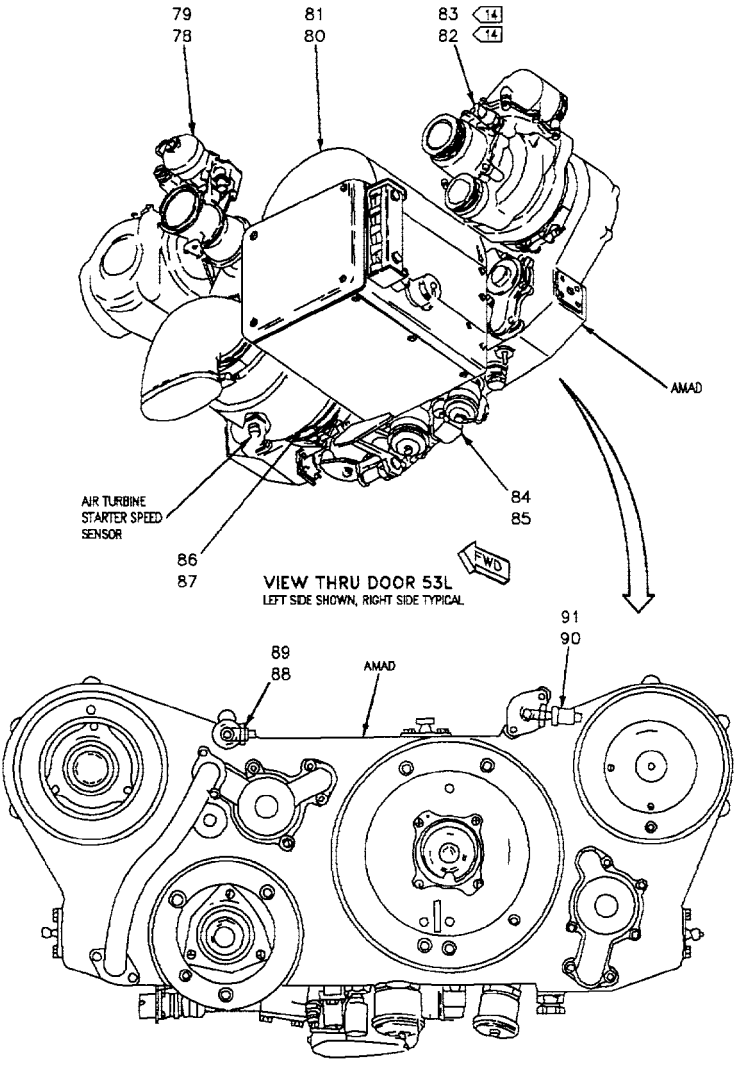


Figure 1. Component Locator (Sheet 16)

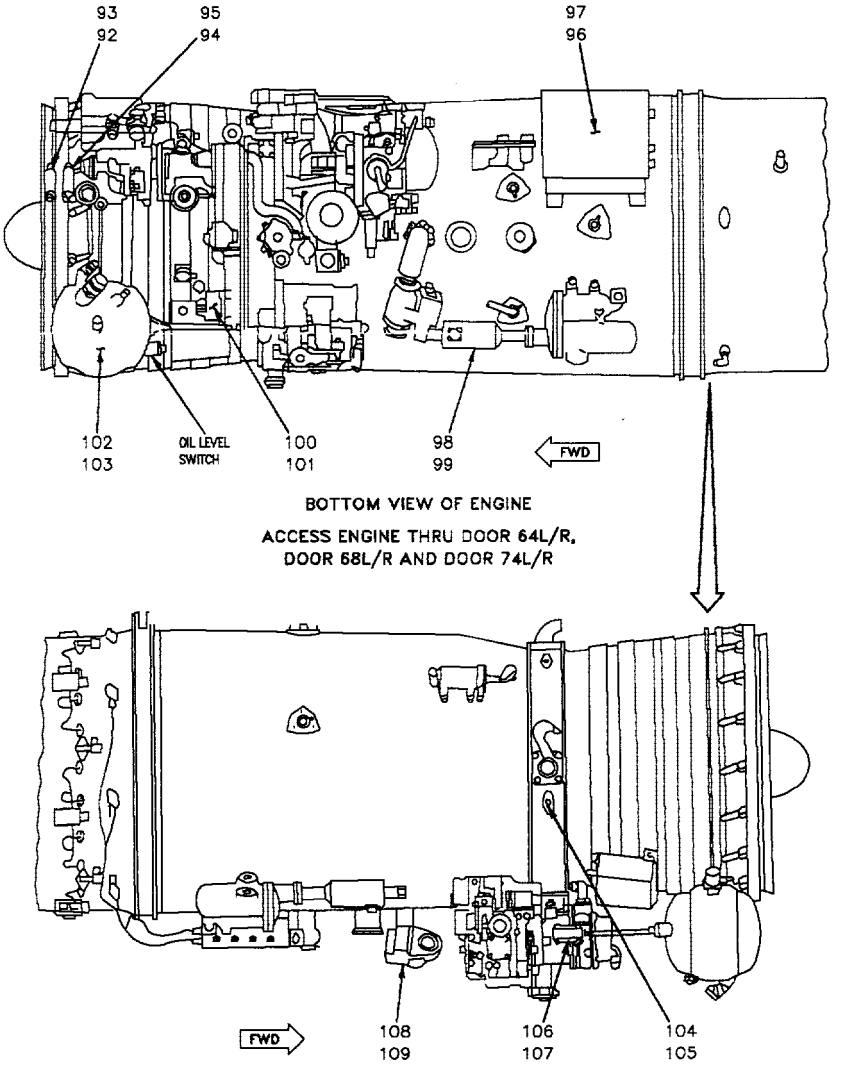


Figure 1. Component Locator (Sheet 17)

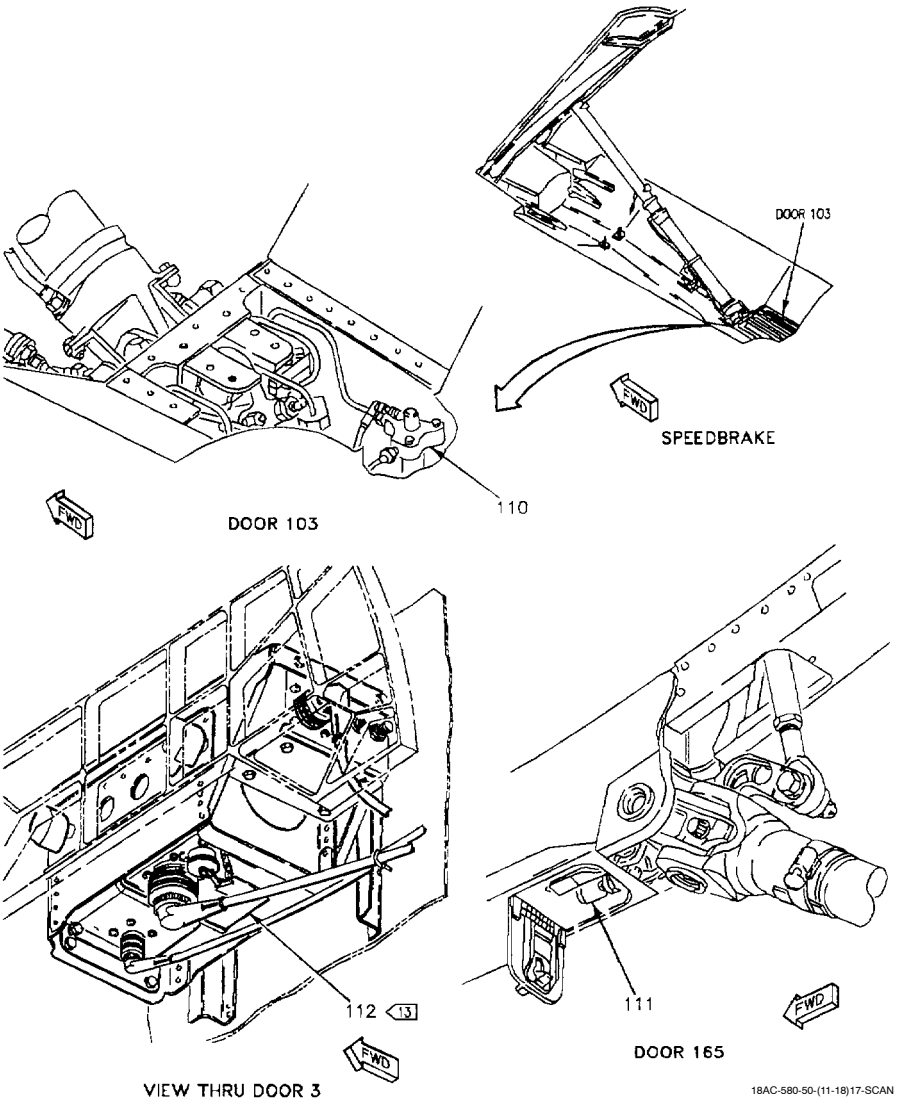
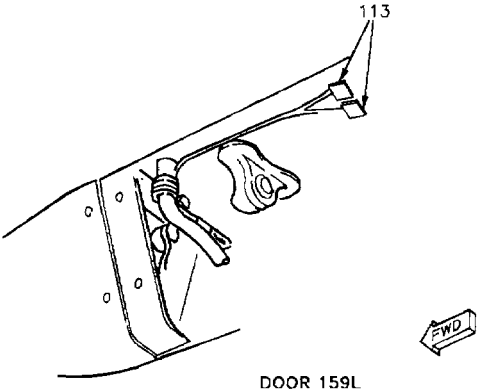
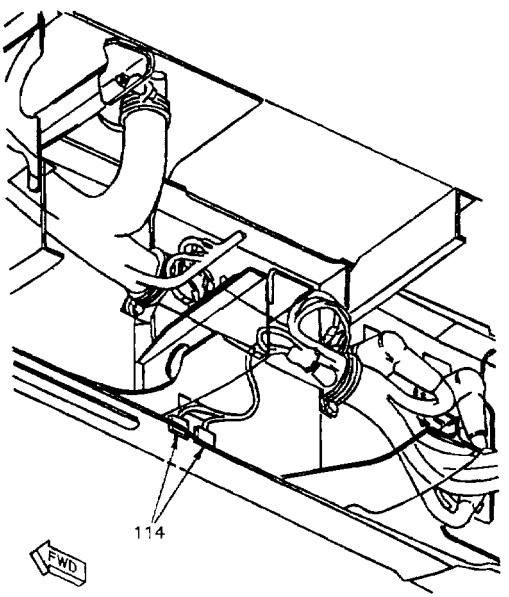


Figure 1. Component Locator (Sheet 18)



DOOR 159L

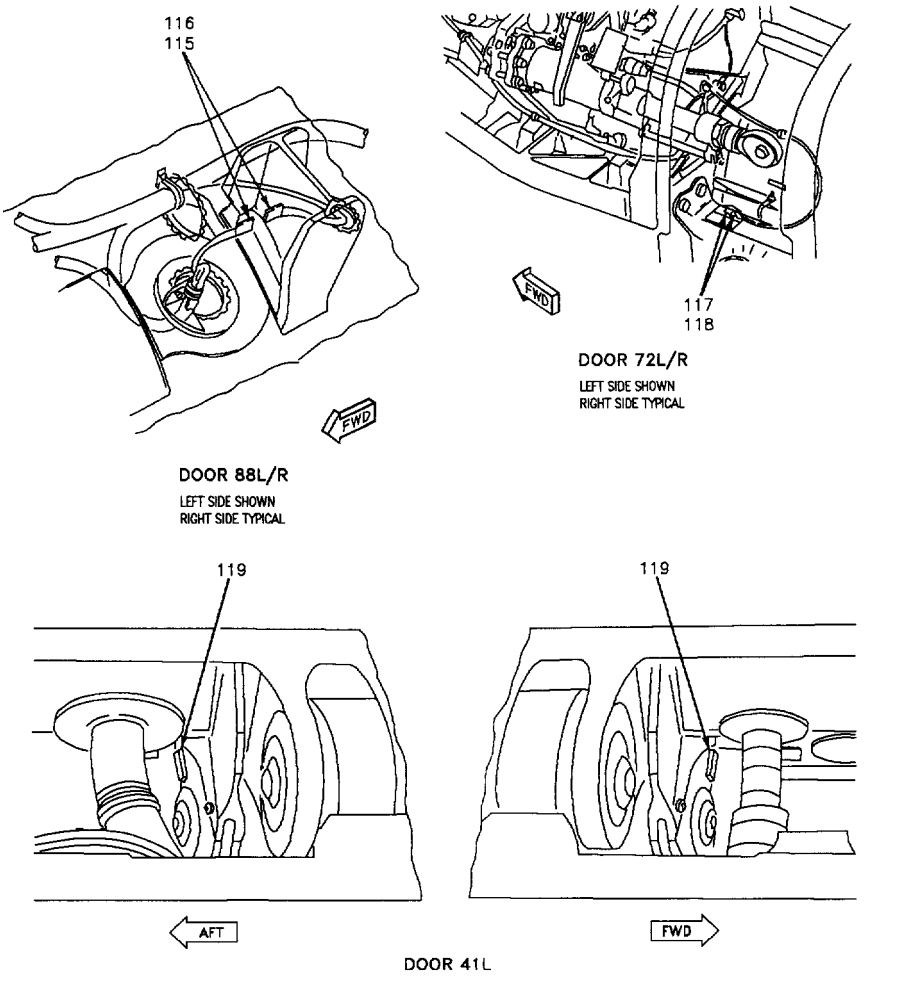
LEFT WING TIP COMMAND SIGNAL
ENCODER-DECODER KY-851/AYQ-9(V)
REMOVED FOR CLARITY



VIEW THRU DOOR 108

18AC-580-50-(11-19)17-SCAN

Figure 1. Component Locator (Sheet 19)



18AC-580-50-(11-20)17-SCAN

Figure 1. Component Locator (Sheet 20)

NOMENCLATURE	INDEX NO.	REF DES
ACS TEMPERATURE FLOW CONTROLLER	20	22A-D002
AIR PRESSURE SWITCH	70	5S-T106
APU	75	2A-P015
APU ACCUMULATOR AND START VALVE ASSEMBLY	61	2L-P011
APU CONTROL PANEL APU CONTROL SWITCH ENG CRANK SWITCH	12	52A-H079 2S-H003 3S-H003
APU FUEL SHUTOFF VALVE	62	2L-P012
ARRESTING HOOK UP SWITCH	111	19S-S006
17 BATTERY RELAY CONTROL UNIT	23	1A-D155
BLEED AIR LEAK DETECTION WARNING SYSTEM CONTROL UNIT	76	24A-P011
BOARDING LADDER STOWED SWITCH	41	20S-M009
15 CABIN EXIT AIR REGULATOR CONTROLLER	34	22A-K170
16 CABIN EXIT AIR REGULATOR CONTROLLER	35	22A-L170
CANOPY LOCKED SWITCH	44	3 20S-E007
CANOPY LOCKED SWITCH	39	2 20S-L007
CANOPY POSITION SWITCH	43	3 20S-F008
CANOPY POSITION SWITCH	40	2 20S-L008
CONTROL CONVERTER C-10382A	14	82A-F001
DIGITAL DATA COMPUTER NO. 1	27	83A-E001
DIGITAL DISPLAY INDICATOR ID-2150/ASM-612	38	85A-G003
DRAG BRACE SUPPORT STRAIN GAGE	114	85M-F019
ECS PANEL ASSEMBLY	5	52A-J078

Figure 1. Component Locator (Sheet 21)

NOMENCLATURE	INDEX NO.	REF DES
ELECTRICAL BORESIGHT COMPENSATION ASSEMBLY	13	85A-F007
ELECTRONIC CONTROL UNIT	77	8 2A-M010 9 2A-N010
ELECTRONIC EQUIPMENT CONTROL C-10380/ASQ	3	79A-J006
4 EMERGENCY BATTERY AND CHARGER UNIT	30	1A-C072
EXTERNAL FUEL SYSTEM AIR PRESSURE SWITCH	69	5A-P151
EXTERNAL FUEL SYSTEM AIR PRESSURE SWITCH	68	5A-P152
FIRE EXTINGUISHER TANK	72	4SQT109
FLUID LEVEL INDICATOR AND FLEXIBLE CABLE	57	10M-P010
FLUID LEVEL INDICATOR AND FLEXIBLE CABLE	56	10M-R011
FUEL CROSSFEED SHUTOFF VALVE	65	5B-P071
FUEL DUMP VALVE	71	5B-P069
FUEL FEED LINE TEMPERATURE SENSOR (LH)	67	5A-P111
FUEL FEED LINE TEMPERATURE SENSOR (RH)	66	5A-R112
FUEL QUANTITY GAGING INTERMEDIATE DEVICE	15	5A-F014
FUEL SYSTEM CONTROL PANEL	9	5A-H027
GND PWR CONTROL PANEL ASSEMBLY	11	1A-H004
GUN GAS PURGE PRESSURE SWITCH 1	46	61S-B184
GUN GAS PURGE PRESSURE SWITCH 2	45	61S-B185
INLET ICE DETECTOR	58	9A-P005
INTERCOMMUNICATION AMPLIFIER-CONTROL AM-6979/A OR AM-7360/A	8	76A-H009

Figure 1. Component Locator (Sheet 22)

NOMENCLATURE	INDEX NO.	REF DES
LANDING GEAR CONTROL UNIT	12 22 13 112	12 12A-D004 13 12A-A004
LEFT AIR TURBINE STARTER	86	3MAP521
LEFT AIR TURBINE STARTER CONTROL VALVE	79	3L-P006
LEFT AMAD		3MAP515
LEFT AMAD OIL LEVEL SWITCH	84	3S-P059
LEFT AMAD OIL PRESSURE SWITCH	90	3S-P055
LEFT AMAD OIL TEMPERATURE THERMOSTAT	88	3S-P064
LEFT CURRENT FLOW SENSOR	48	28A-B015
LEFT DIGITAL DISPLAY INDICATOR IP-1317()	1	80A-H001
LEFT ENGINE		3MAS551
ALTERNATOR	100	3G-S607
ANTI ICING VALVE	108	3VAS641
COMPRESSOR DISCHARGE PRESSURE TRANSMITTER	106	3TRS685
ELECTRICAL CONTROL ASSEMBLY	96	3Z-S605
FUEL FLOW TRANSMITTER	98	3TRS647
OIL PRESSURE TRANSMITTER	94	3TRS649
OIL TANK	102	3CAS595
TURBINE DISCHARGE PRESSURE TRANSMITTER	92	3TRS651
VIBRATION ACCELEROMETER	104	3TRS689
LEFT ENGINE FUEL SHUTOFF VALVE	63	5B-P072
14 LEFT FUEL BOOST PRESSURE SWITCH	82	5S-P113
LEFT GENERATOR CONVERTER UNIT	81	1A-P001
LEFT HORIZONTAL STABILATOR STRAIN GAGE	117	85M-S013
LEFT INLET BLEED AIR DOOR ACTUATOR	54	3B-M028
LEFT POWER CONTACTOR	32	1K-C007
LEFT VERTICAL STABILIZER STRAIN GAGE	115	85M-S011
LEFT WING FOLD STRAIN GAGE	113	85M-U021

Figure 1. Component Locator (Sheet 23)

NOMENCLATURE	INDEX NO.	REF DES
LEFT WING ROOT STRAIN GAGE	119	85M-U020
LH ADVISORY AND THREAT WARNING INDICATOR PANEL	2	52A-H073
LH VERTICAL CONSOLE CONTROL PANEL	10	52A-H077
LIQUID OXYGEN QUANTITY INDICATOR GMU-751A	7	15M-H002
MAGNETIC TAPE CARTRIDGE MX-9972/ASM-612	17	85A-F501
18 MISSION DATA LOADER AN/ASQ-215	12B	85A-K503
18 MISSION DATA LOADER CP-2092(P)/A	12A	85A-K040
17 MMP ENABLE/BRCU SWITCH	37	1S-G160
NO. 2 CIRCUIT BREAKER PANEL ASSEMBLY	25	52A-D024
NO. 4 CIRCUIT BREAKER PANEL ASSEMBLY	21	52A-D026
NO. 7 CIRCUIT BREAKER/RELAY PANEL ASSEMBLY	33	52A-C057
NO. 8 CIRCUIT BREAKER/RELAY PANEL ASSEMBLY	29	52A-C159
NO. 2 RELAY PANEL ASSEMBLY	18	52A-F058
NO. 3 RELAY PANEL ASSEMBLY	28	52A-E059
NO. 4 RELAY PANEL ASSEMBLY	60	52A-N118
13 NO. 9 RELAY PANEL ASSEMBLY	31	52A-C161
PILOT SERVICES CONTROL PANEL ASSEMBLY	6	52A-H083
PRIMARY BLEED AIR OVERPRESSURE SWITCH	73	22S-S019
RADAR LIQUID COOLING CENTRIFUGAL PUMP UNIT	50	22B-M086
RADAR LIQUID COOLING FLUID PRESSURE FILTER	51	22FLA089
RADAR LIQUID COOLING HIGH TEMPERATURE WARNING SENSOR	52	22A-A088
RADAR LIQUID COOLING LOW PRESSURE SENSOR	53	22A-A087

Figure 1. Component Locator (Sheet 24)

NOMENCLATURE	INDEX NO.	REF DES
RDR LCS SVCE PANEL ASSEMBLY	49	22A-A090
RIGHT AIR TURBINE STARTER	87	3MAR522
RIGHT AIR TURBINE STARTER CONTROL VALVE	78	3L-R007
RIGHT AMAD		3MAR516
RIGHT AMAD OIL LEVEL SWITCH	85	3S-R060
RIGHT AMAD OIL PRESSURE SWITCH	91	3S-R056
RIGHT AMAD OIL TEMPERATURE THERMOSTAT	89	3S-R065
RIGHT CURRENT FLOW SENSOR	47	28A-B016
RIGHT DIGITAL DISPLAY INDICATOR IP-1317( )	4	80A-J002
RIGHT ENGINE		3MAT552
ALTERNATOR	101	3G-T608
ANTI ICING VALVE	109	3VAT642
COMPRESSOR DISCHARGE PRESSURE TRANSMITTER	107	3TRT686
ELECTRICAL CONTROL ASSEMBLY	97	3Z-T606
FUEL FLOW TRANSMITTER	99	3TRT648
OIL PRESSURE TRANSMITTER	95	3TRT650
OIL TANK	103	3CAT596
TURBINE DISCHARGE PRESSURE TRANSMITTER	93	3TRT652
VIBRATION ACCELEROMETER	105	3TRT690
RIGHT ENGINE FUEL SHUTOFF VALVE	64	5B-R070
14 RIGHT FUEL BOOST PRESSURE SWITCH	83	5S-R114
RIGHT GENERATOR CONVERTER UNIT	80	1A-R002
RIGHT HORIZONTAL STABILATOR STRAIN GAGE	118	85M-T012
RIGHT INLET BLEED AIR DOOR ACTUATOR	55	3B-N033
RIGHT POWER CONTACTOR	24	1K-D008
RIGHT VERTICAL STABILIZER STRAIN GAGE	116	85M-T010
SECONDARY BLEED AIR OVERPRESSURE SWITCH	74	22S-S018
SIGNAL DATA CONVERTER CV-3493/ASM-612	59	85A-N002

Figure 1. Component Locator (Sheet 23)

NOMENCLATURE	INDEX NO.	REF DES
SIGNAL DATA RECORDER RO-508/ASM-612	16	85A-F001
SKID CONTROL BOX ASSEMBLY	19	13A-D003
TEMPERATURE COMPENSATED PRESSURE SWITCH	110	19S-T012
TEMPERATURE COMPENSATED PRESSURE SWITCH	36	10S-G009
UTILITY BATTERY AND CHARGER UNIT	26	1A-D035
4 WINDSHIELD OVERHEAT TEMPERATURE SENSOR	42	23A-B003

LEGEND

1. AIRCRAFT CONNECTOR LOCATIONS ARE SHOWN IN A1-F18A( )-WDM-000.

2 F/A-18A.

3 F/A- 18B.

4 161353 THRU 161528 BEFORE F/A-18 AFC 49.

5 161702 AND UP; ALSO 161353 THRU 161528 AFTER F/A-18 AFC 49.

6 161353 THRU 161359.

7 161360 AND UP.

8 161353 THRU 161519 BEFORE F/A-18 AFC 27.

9 161520 AND UP; ALSO 161353 THRU 161519 AFTER F/A-18 AFC 27.

10 161353 THRU 161727.

11 161728 AND UP.

12 161353 THRU 161987 BEFORE F/A-18 AFC 48.

13 162394 AND UP; ALSO 161353 THRU 161987 AFTER F/A-18 AFC 48.

14 163119 AND UP; ALSO 161353 THRU 161924 BEFORE F/A-18 IAFC 056, OR 161353 THRU 163118 AFTER F/A-18 AFC 70.

15 F/A-18A 163092 AND UP.

Figure 1. Component Locator (Sheet 24)

NOMENCLATURE	INDEX NO.	REF DES
16 F/A-18B 163104 AND UP.		
17 163119 AND UP; ALSO 161353 THRU 163118 AFTER F/A-18 AFC 90.		
18 F/A-18A 162394 THRU 163175 AFTER F/A-18 AFC 253 OR F/A-18 AFC 292.		

Figure 1. Component Locator (Sheet 27)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - INTERCONNECT

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

Reference Material

None

Alphabetical Index

Subject **Page No.**

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 IAFC 056	27 Mar 85	Fuel System Components Replacement and System Inspection (ECP MDA-F/A-18-00158R1 and ECP MDA-F/A-18-00160)	15 Oct 83	
F/A-18 AFC 26	-	Air Turbine Starter/Airframe Mounted Accessory Drive Design Changes (ECP MDA-F/A-18-00068)	1 Mar 85	ECP coverage only
F/A-18 AFC 27	-	Improvement of Leading Edge Flap Design (ECP MDA-F/A-18-00044)	1 May 86	ECP coverage only

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 49	-	Addition of Sealed Lead Acid Battery (ECP MDA- F/A-18-00074)	1 Sep 86	ECP coverage only
F/A-18 AFC 48	-	Alternating Current Bus Isolation (ECP MDA- F/A-18-00121)	1 Sep 86	ECP coverage only
F/A-1B AFC 39	-	No 1 Fuel Tank Interconnect Valve Replacement and Fuel Sequencing Modification (ECP MDA-F/A-18-00072C1)	15 Apr 87	ECP coverage only
F/A-18 AFC 70	-	Motive Flow Fuel Boost Pump Pressure Switch Installation of (ECP MDA-F/A-18-00158R2 and ECP MDA-F/A-18-00160)	15 Oct 87	ECP coverage only
F/A-18 AFC 90	-	Incorporation of GFE Battery Relay Control Unit (ECP MDA-F/A-18-00165R1)	1 Oct 88	ECP coverage only
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

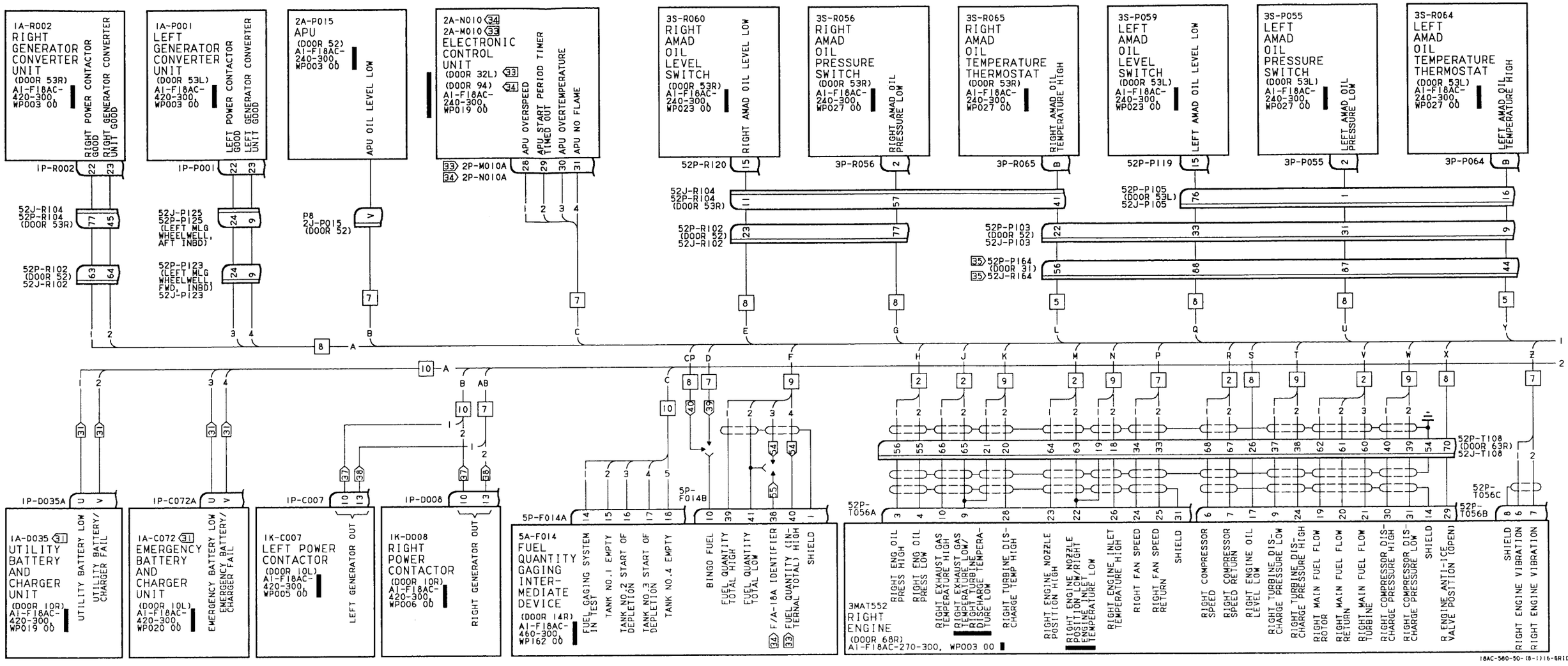


Figure 1.

Figure 1. Interconnect Schematic (Sheet 1)

Figure 1.

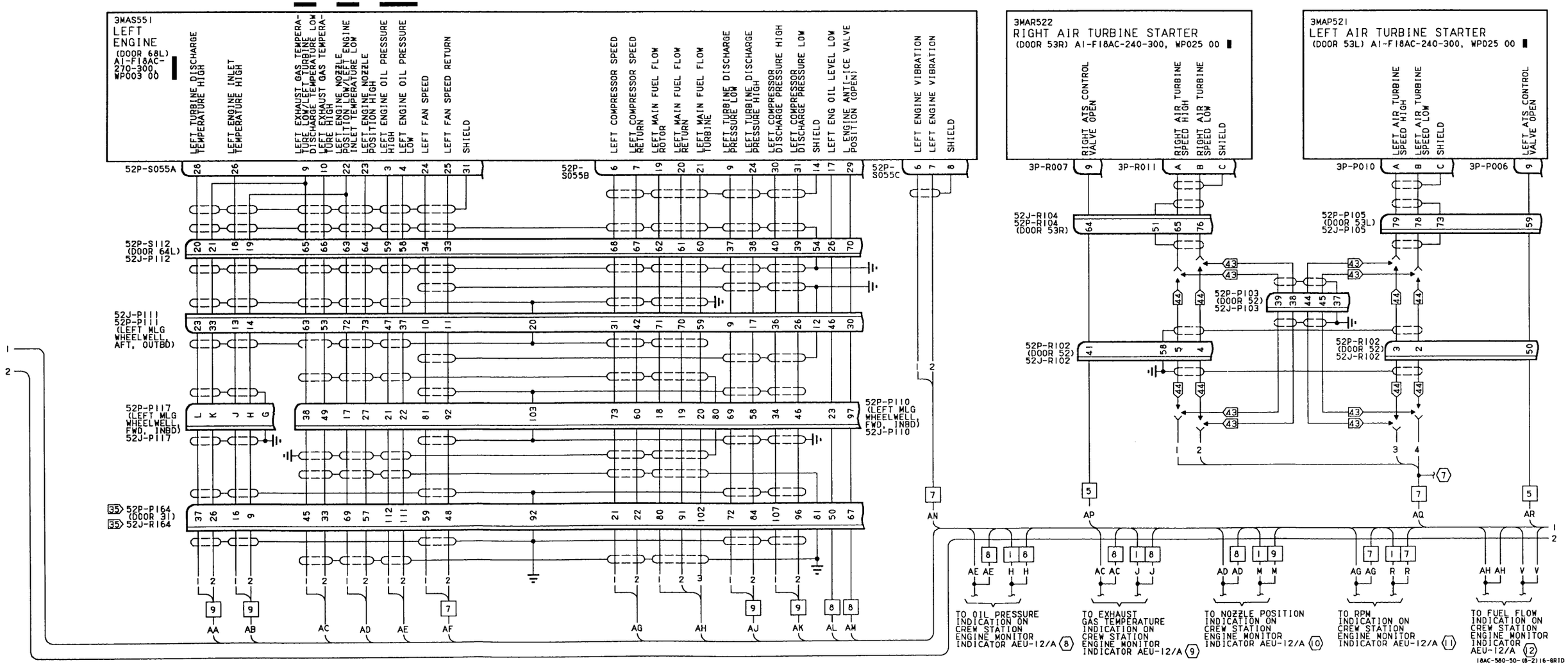


Figure 1.

Figure 1. Interconnect Schematic (Sheet 2)

Figure 1.

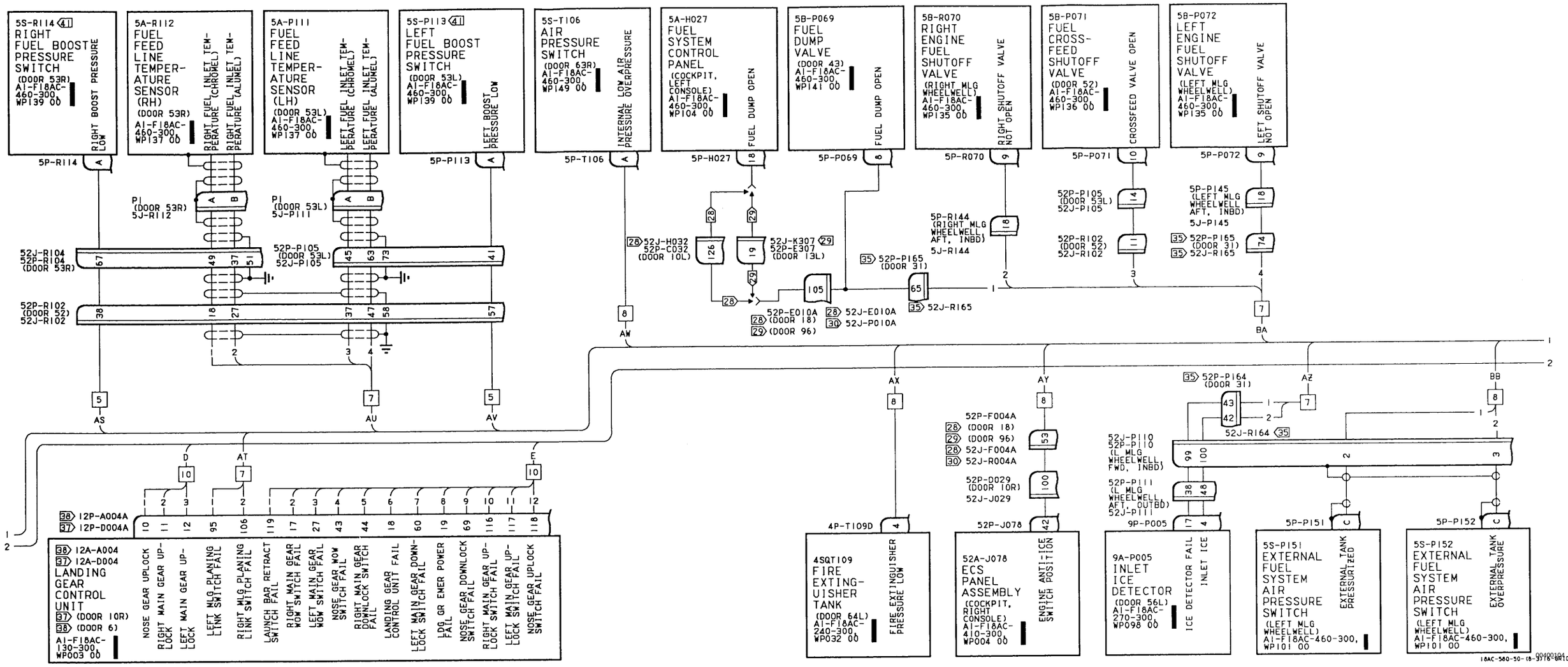


Figure 1.

Figure 1. Interconnect Schematic (Sheet 3)

Figure 1.

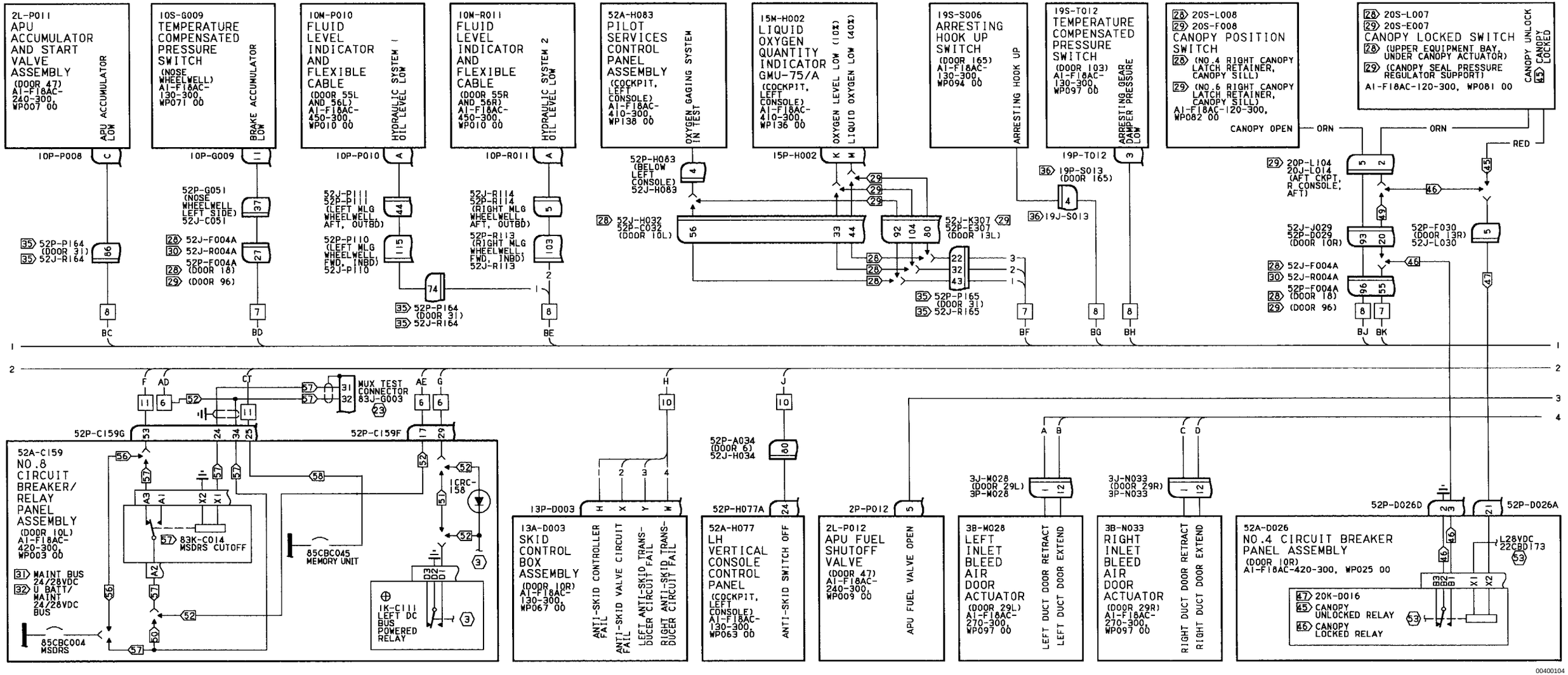


Figure 1.

Figure 1. Interconnect Schematic (Sheet 4)

Figure 1.

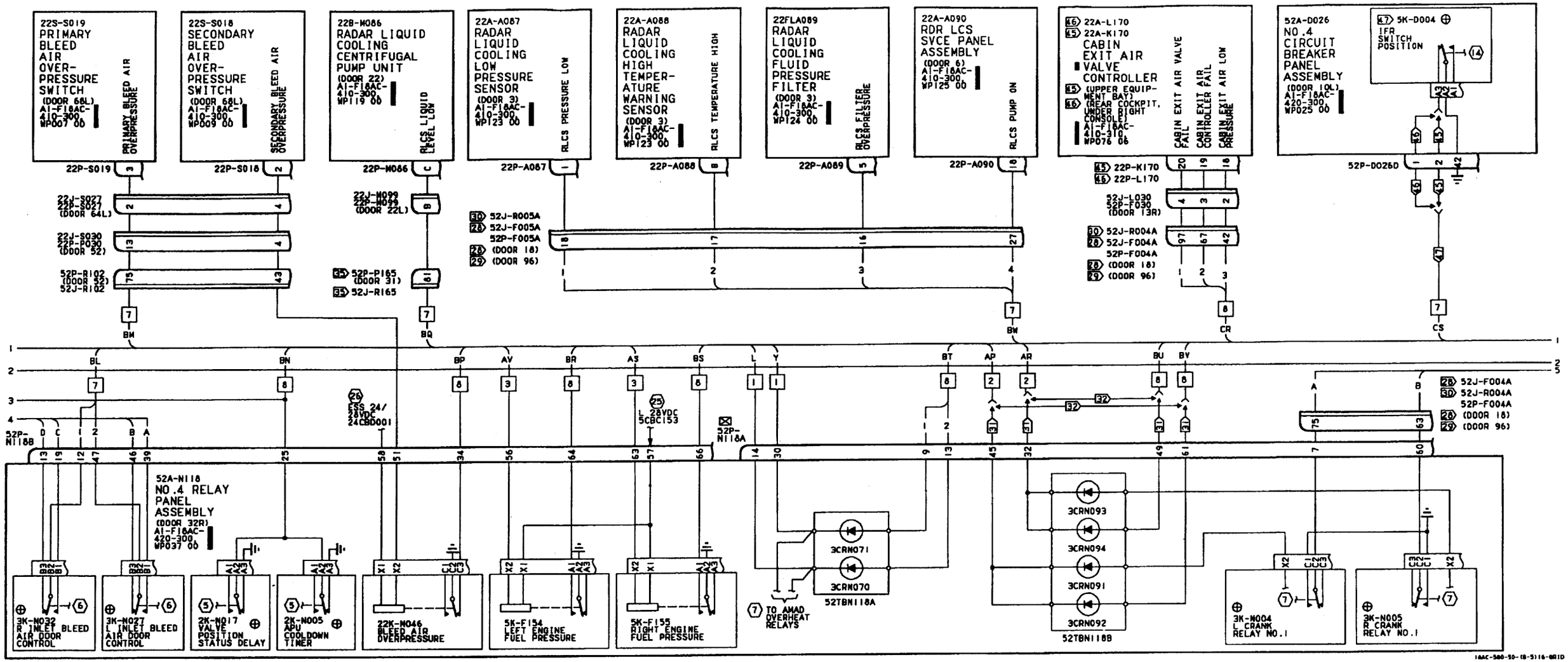


Figure 1.

Figure 1. Interconnect Schematic (Sheet 5)

Figure 1.

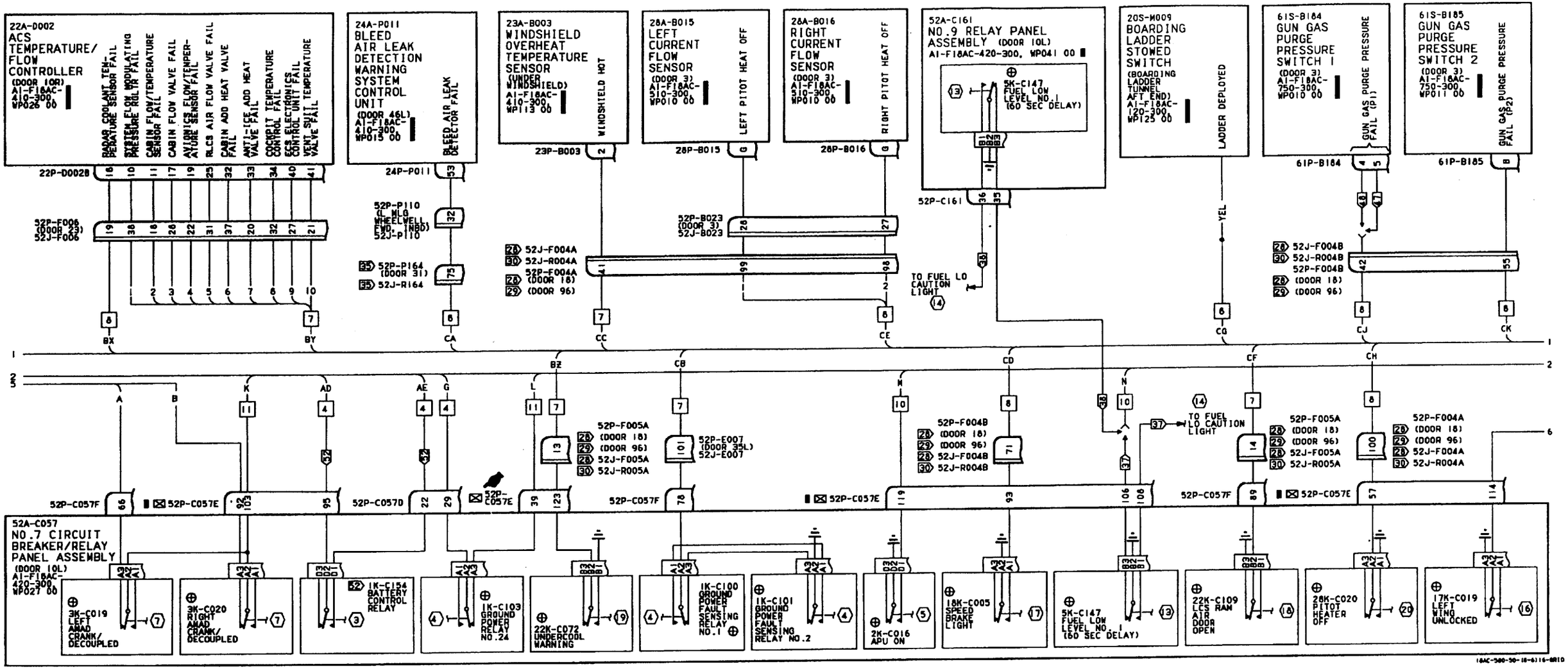


Figure 1.

Figure 1. Interconnect Schematic (Sheet 6)

Figure 1.

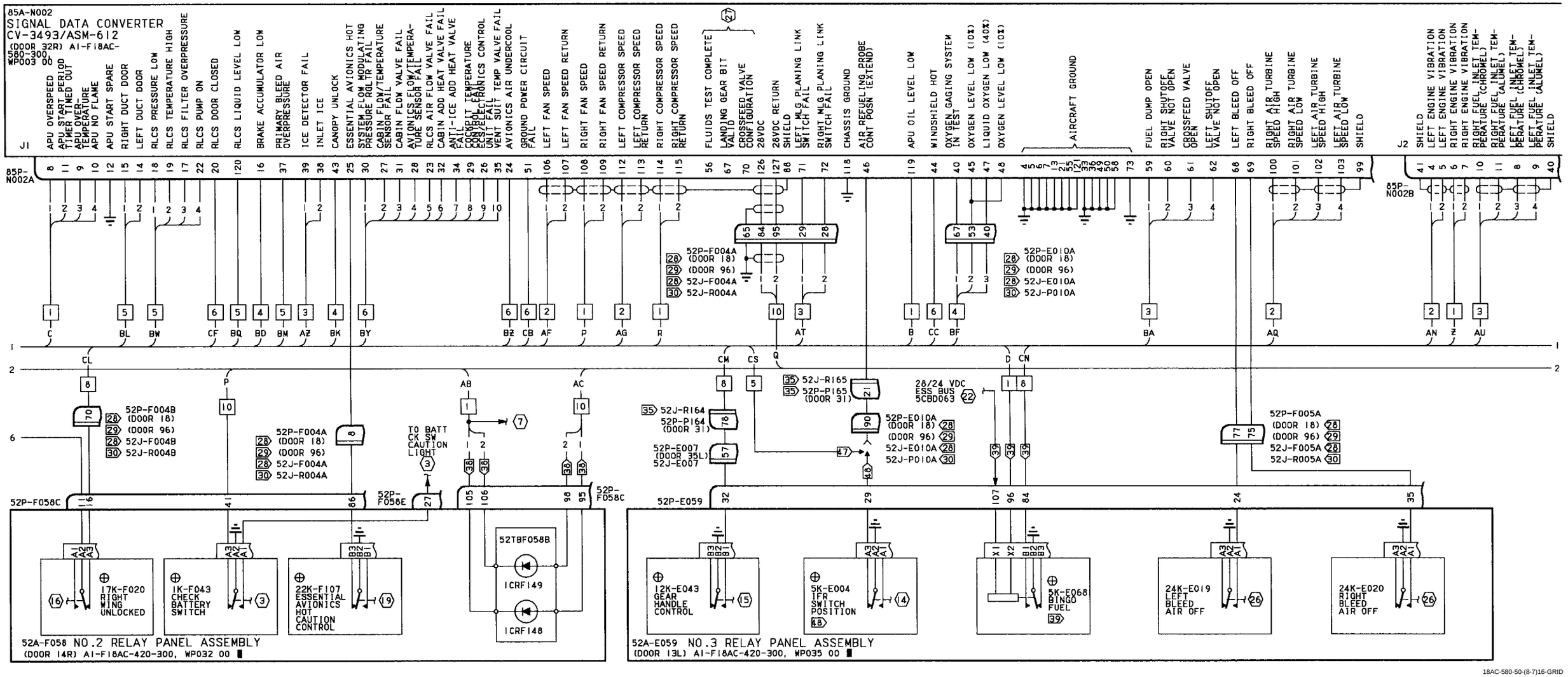


Figure 1.

Figure 1. Interconnect Schematic (Sheet 7)

Figure 1.

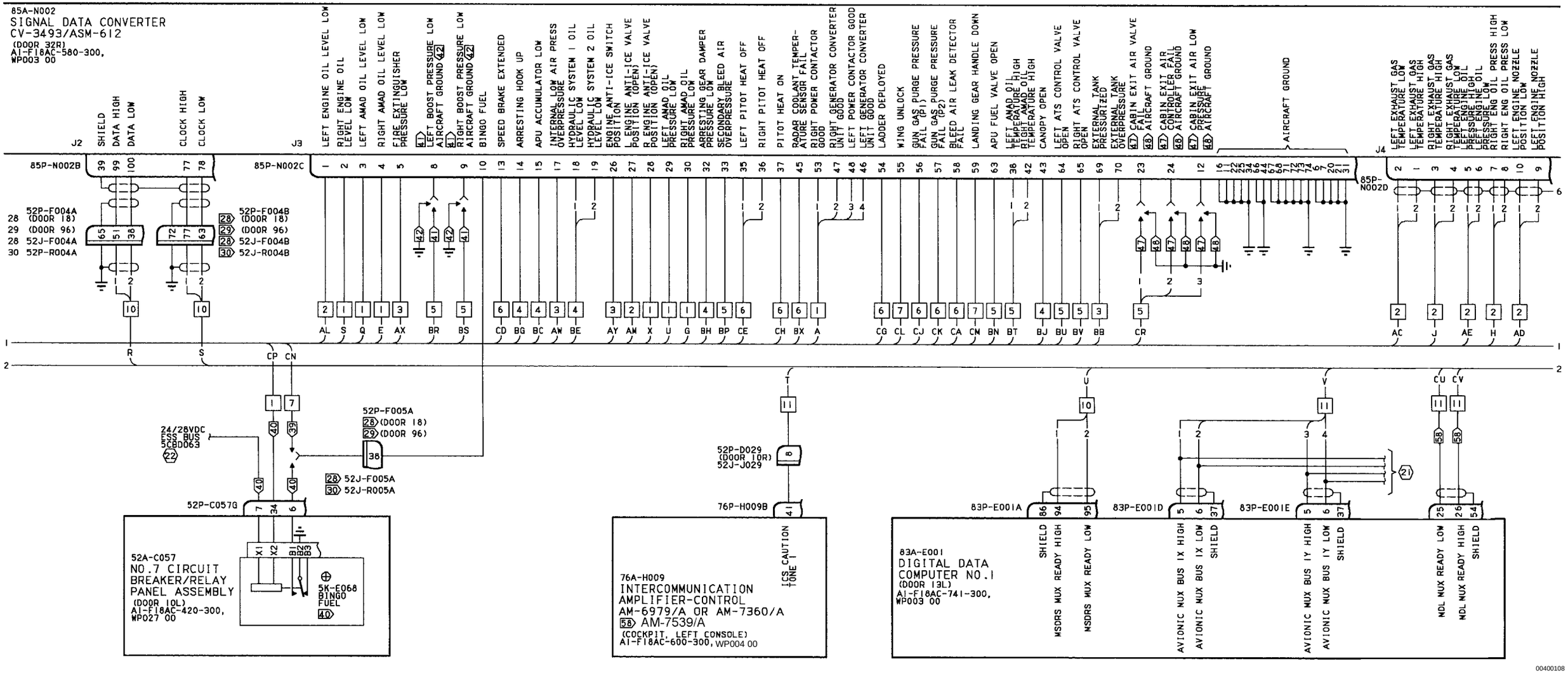


Figure 1.

Figure 1. Interconnect Schematic (Sheet 8)

Figure 1.

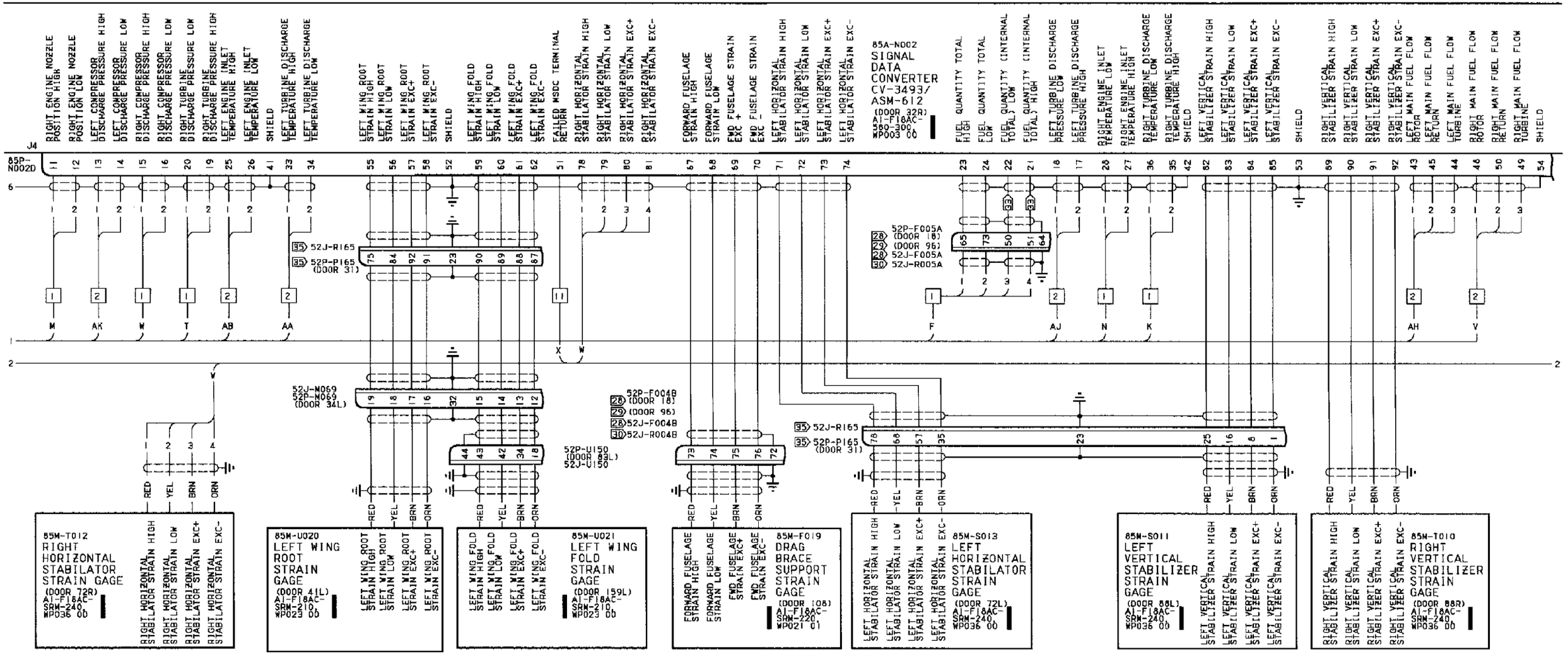


Figure 1.

Figure 1. Interconnect Schematic (Sheet 9)

Figure 1.

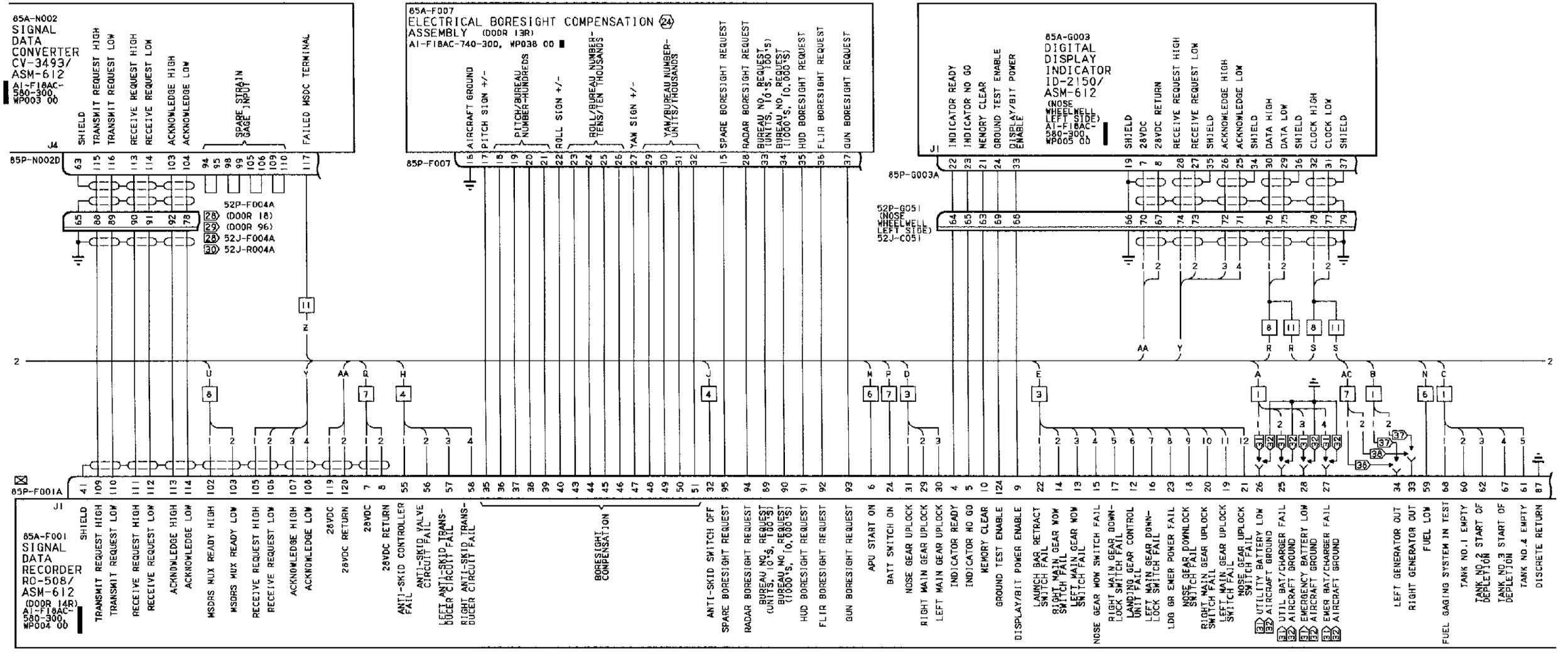


Figure 1. **Figure 1. Interconnect Schematic (Sheet 10)** **Figure 1.**

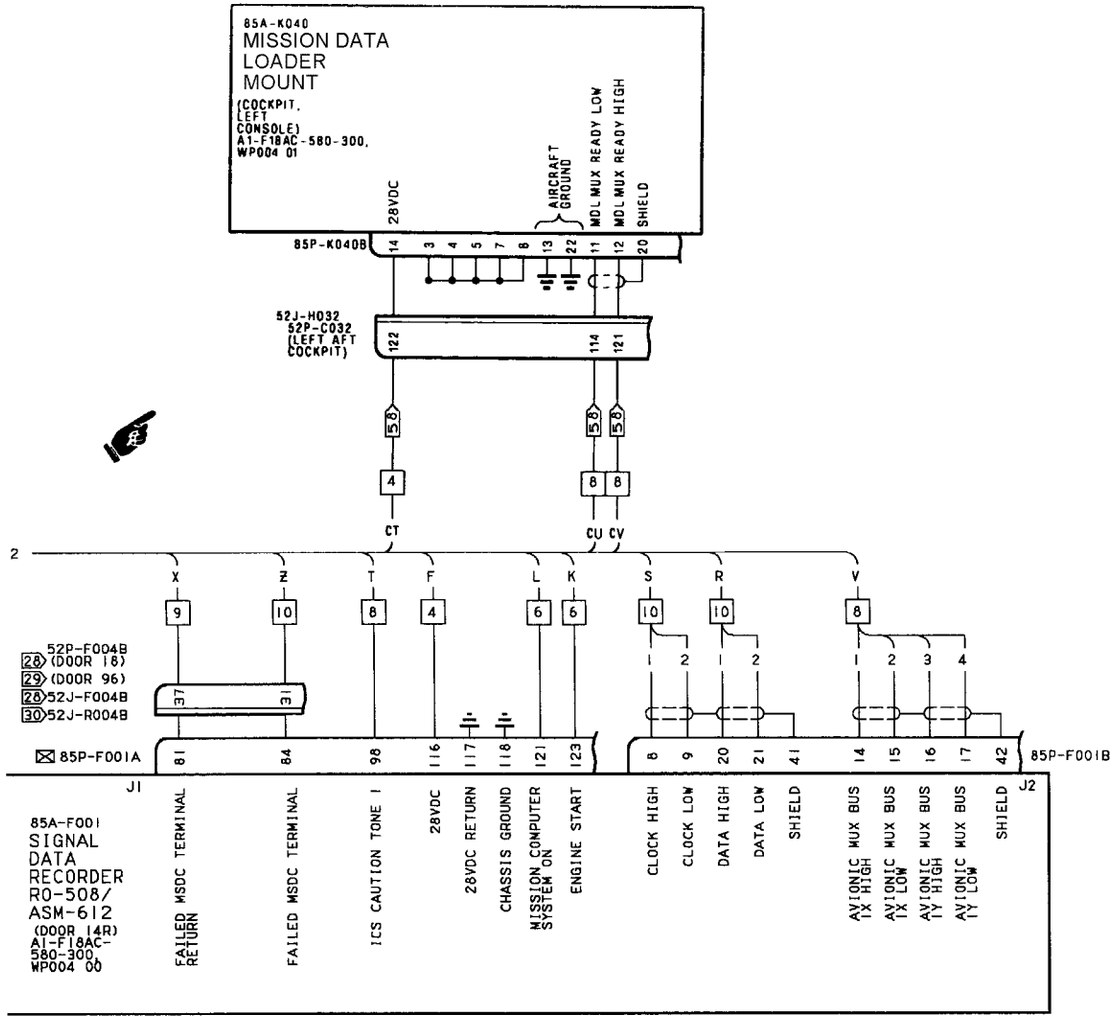
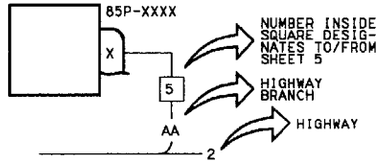


Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLE-SHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NON STANDARD SYMBOLS.
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.

HIGHWAY EXAMPLES



⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) DC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.
(4) GROUND POWER SWITCHING SCHEMATIC, A1-F18AC-420-500, WP005 00.
(5) APU START SYSTEM SCHEMATIC, A1-F18AC-240-500, WP004 00.
(6) INLET BLEED AIR DOOR SYSTEM SCHEMATIC, A1-F18AC-270-500, WP009 00.
(7) ENGINE START AND GROUND MAINTENANCE MODE SCHEMATIC, A1-F18AC-240-500, WP005 00.
(8) OIL PRESSURE INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.
(9) EGT INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.
(10) NOZZLE POSITION INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.
(11) RPM INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.
(12) FUEL FLOW INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.
(13) FUEL LOW LEVEL WARNING SYSTEM SCHEMATIC, A1-F18AC-460-500, WP013 00.
(14) IN FLIGHT REFUELING SYSTEM SCHEMATIC, A1-F18AC-460-500, WP005 00.
(15) LANDING GEAR CONTROLLED RELAYS SCHEMATIC, A1-F18AC-130-500, WP006 00.
(16) WINGFOLD SYSTEM SCHEMATIC, A1-F18AC-570-500, WP027 00.
(17) SPEED BRAKE SYSTEM SCHEMATIC, A1-F18AC-570-500, WP026 00.
(18) RADAR LIQUID COOLING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP014 00.
(19) AVIONICS COOLING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP009 00.
(20) PITOT STATIC SYSTEM HEATER SCHEMATIC, A1-F18AC-510-500, WP003 00.
(21) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.
(22) FUEL DUMP SYSTEM SCHEMATIC, A1-F18AC-460-500, WP009 00.
(23) DIGITAL DATA COMPUTER NO.1 AND NO.2 INTERCONNECT, A1-F18AC-741-500, WP008 00.
(24) ELECTRICAL BORESIGHT COMPENSATION SYSTEM SCHEMATIC, A1-F18AC-740-500, WP066 00.
(25) ENGINE FUEL SUPPLY SYSTEM SCHEMATIC, A1-F18AC-460-500, WP008 00.
(26) BLEED AIR LEAK DETECTION SYSTEM SCHEMATIC, A1-F18AC-410-500, WP006 00.
(27) INPUT ALWAYS OPEN.
(28) F/A-18A.
(29) F/A-18B.
(30) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.
(31) 161353 THRU 161528 BEFORE F/A-18 AFC 49.
(32) 161702 AND UP, ALSO 161353 THRU 161528 AFTER F/A-18 AFC 49.
(33) 161353 THRU 161519 BEFORE F/A-18 AFC 27.
(34) 161520 AND UP; ALSO 161353 THRU 161519 AFTER F/A-18 AFC 27.
(35) 162445 AND UP.
(36) 161522 AND UP.
(37) 161353 THRU 161987 BEFORE F/A-18 AFC 48.
(38) 162394 AND UP, ALSO 161353 THRU 161987 AFTER F/A-18 AFC 48.
(39) 161353 THRU 161761.
(40) 161924 AND UP.
(41) 163119 AND UP; ALSO 161353 THRU 161924 BEFORE F/A-18 IAFC 056, OR 161353 THRU 163118 AFTER F/A-18 AFC 70.
(42) 161353 THRU 161924 AFTER F/A-18 IAFC 056, OR 161353 THRU 163118 BEFORE F/A-18 AFC 70.
(43) 161353 THRU 161528 BEFORE F/A-18 AFC 26.
(44) 161702 AND UP; ALSO 161353 THRU 161528 AFTER F/A-18 AFC 26.
(45) F/A-18A 163092 AND UP.
(46) F/A-18B 163104 AND UP.
(47) 163092 AND UP.
(48) 161353 THRU 162909.
(49) F/A-18A; F/A-18B 161354 THRU 162885.
(50) 161702 THRU 163118 BEFORE F/A-18 AFC 90.
(51) 161353 THRU 163118 BEFORE F/A-18 AFC 90.
(52) 163119 AND UP; ALSO 161353 THRU 163118 AFTER F/A-18 AFC 90.
(53) CANOPY SYSTEMS SCHEMATICS, A1-F18AC-120-500, WP006 00 AND WP007 00.
(54) 161353 THRU 161519 BEFORE F/A-18 AFC 39.
(55) 161520 AND UP; ALSO 161353 THRU 161519 AFTER F/A-18 AFC 39.
(56) 161353 THRU 161528 BEFORE F/A-18 AFC 90.
(57) 161702 AND UP; ALSO 161353 THRU 161528 AFTER F/A-18 AFC 90.
(58) F/A-18A 162394 THRU 163175 AFTER F/A-18 AFC 253 OR F/A-18 AFC 292.

00400111

Figure 1. Interconnect Schematic (Sheet 11)

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - MISSION DATA LOADER

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

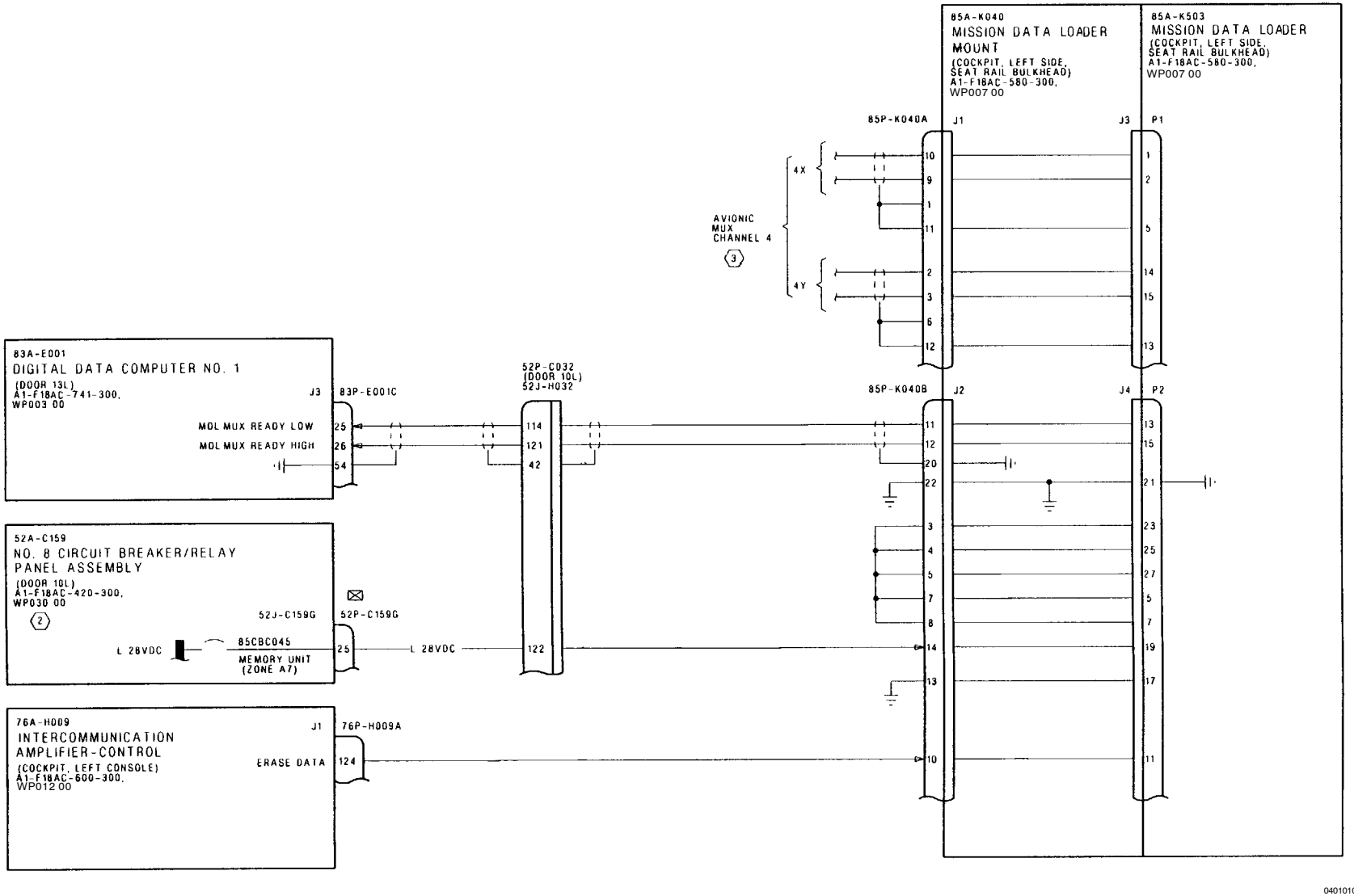


Figure 1.

Figure 1. Mission Data Loader Interconnect Schematic (Sheet 1)

Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   D. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY □). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

〈2〉 DC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.

〈3〉 AVIONIC MUX CHANNEL 4 SCHEMATIC, A1-F18AC-741-500, WP017 00.

Figure 1. Mission Data Loader Interconnect Schematic (Sheet 2)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - POWER

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes WP005 00, dated 15 August 1992.

Reference Material

None

Alphabetical Index

Subject **Page No.**

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 49	28 Feb 90	Sealed Lead Acid Battery, Addition of (ECP MDA-F/A-18-00074)	1 Sep 86	
F/A-18 AFC 90	2 Feb 90	GFE Battery Relay Control Unit, Incorporation of (ECP MDA-F/A-18-00165R1)	1 Oct 88	
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

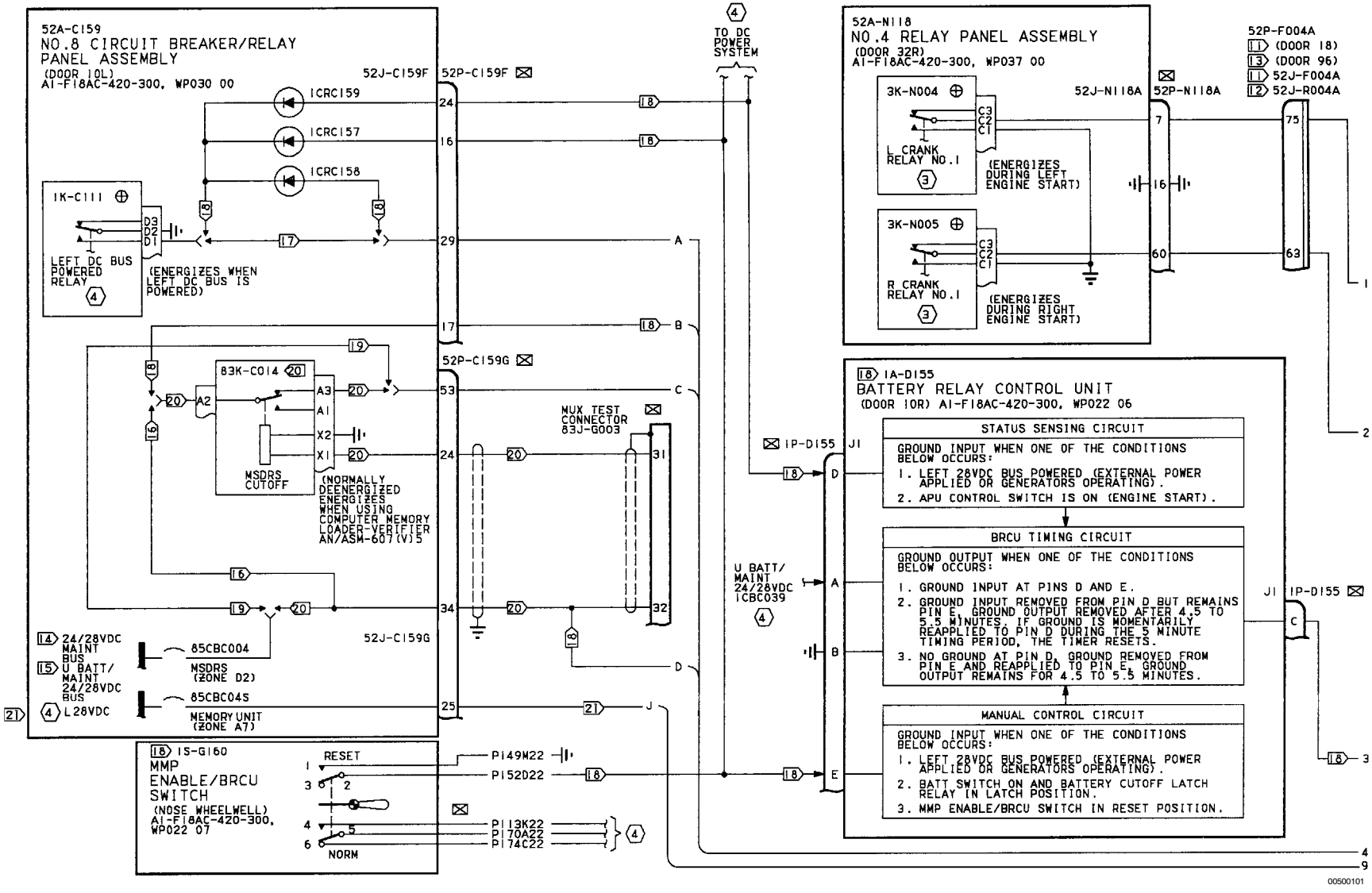


Figure 1.

Figure 1. Power Schematic (Sheet 1)

Figure 1.

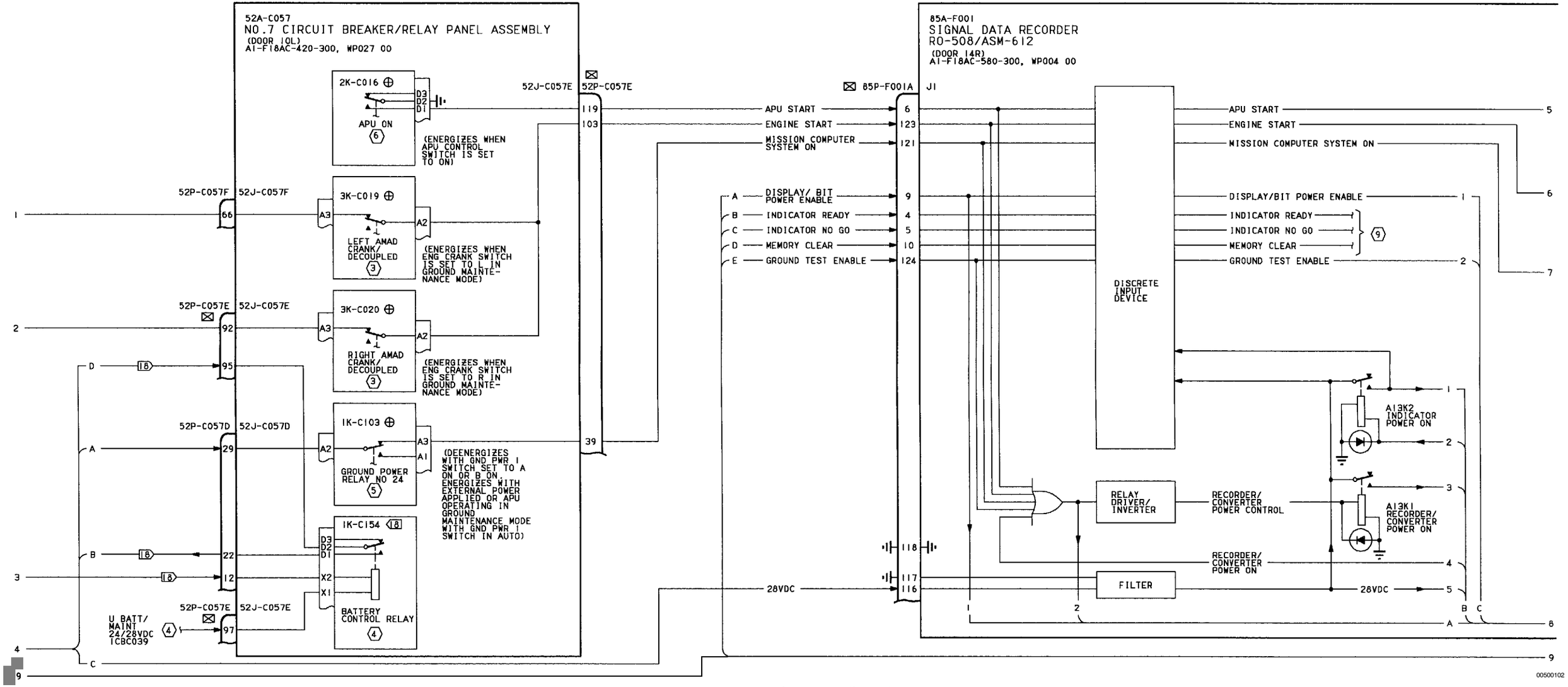


Figure 1.

Figure 1. Power Schematic (Sheet 2)

Figure 1.

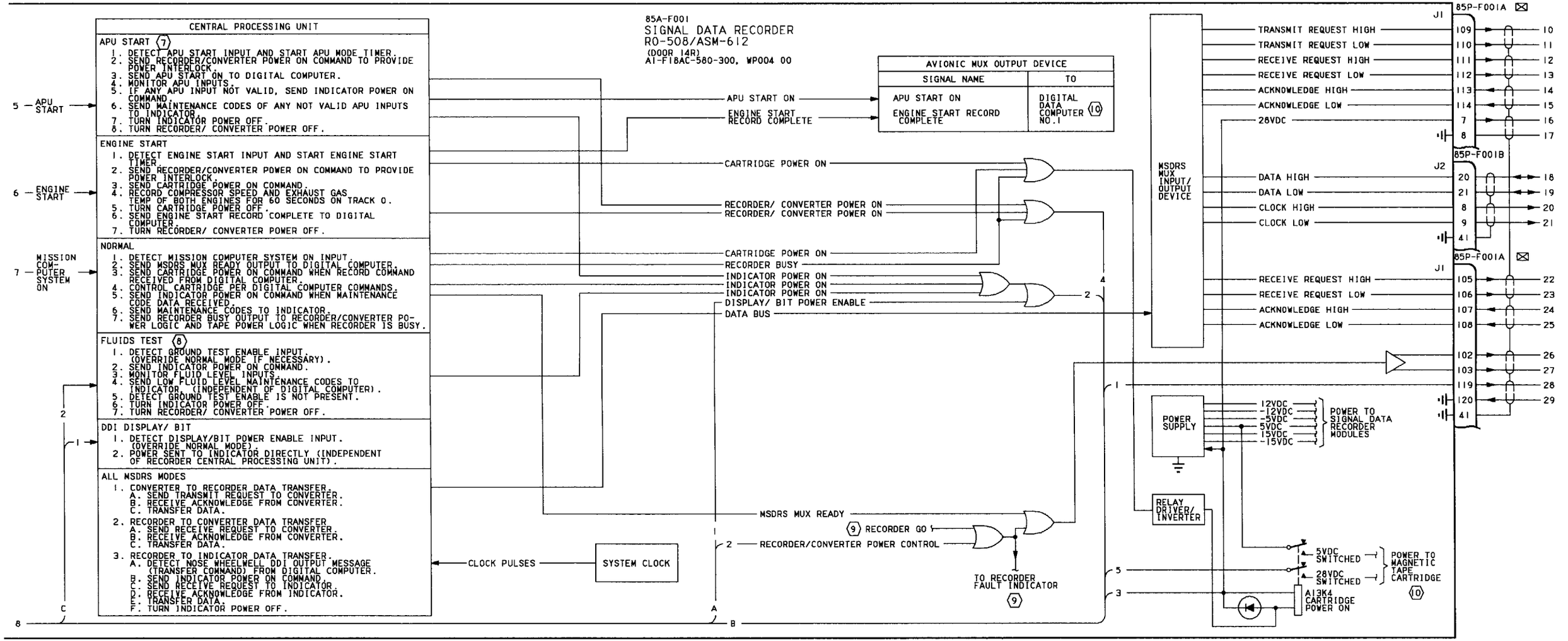


Figure 1.

Figure 1. Power Schematic (Sheet 3)

Figure 1.

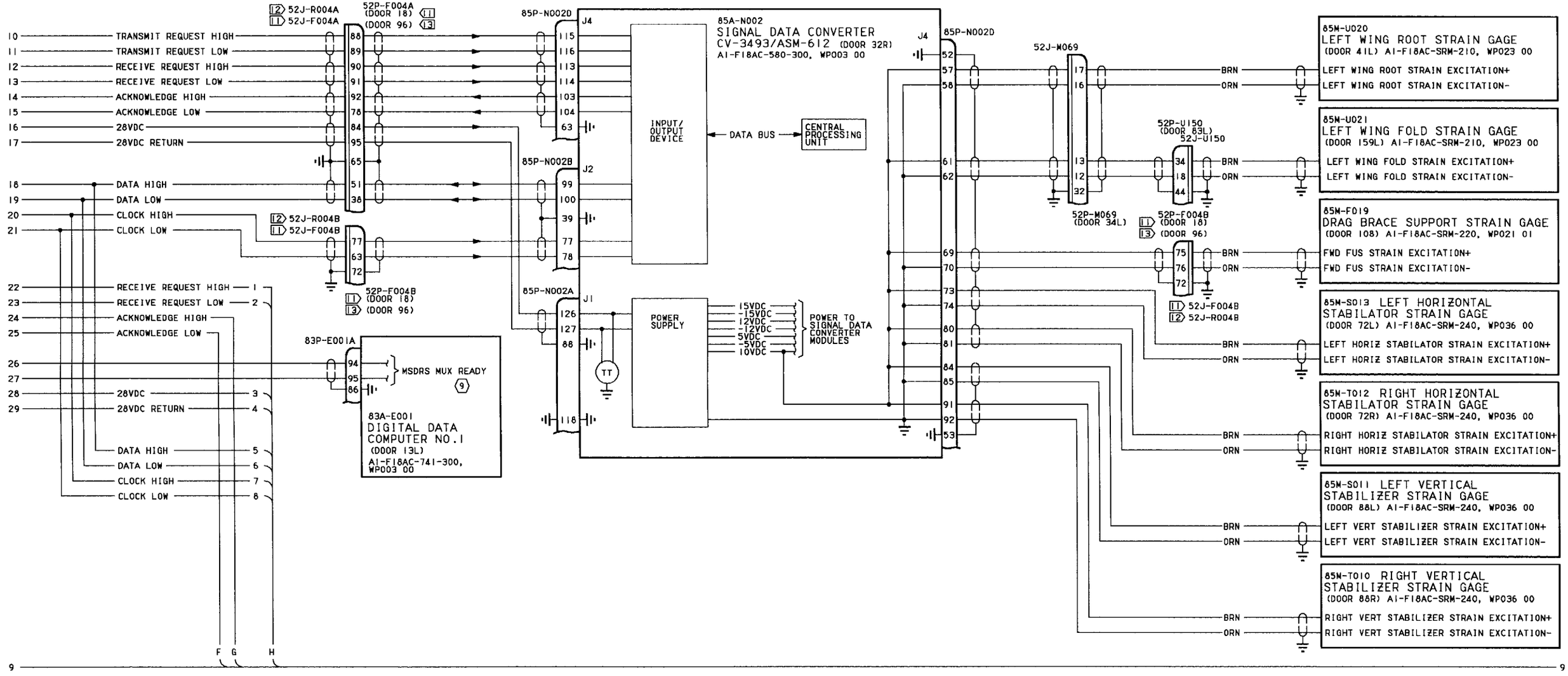
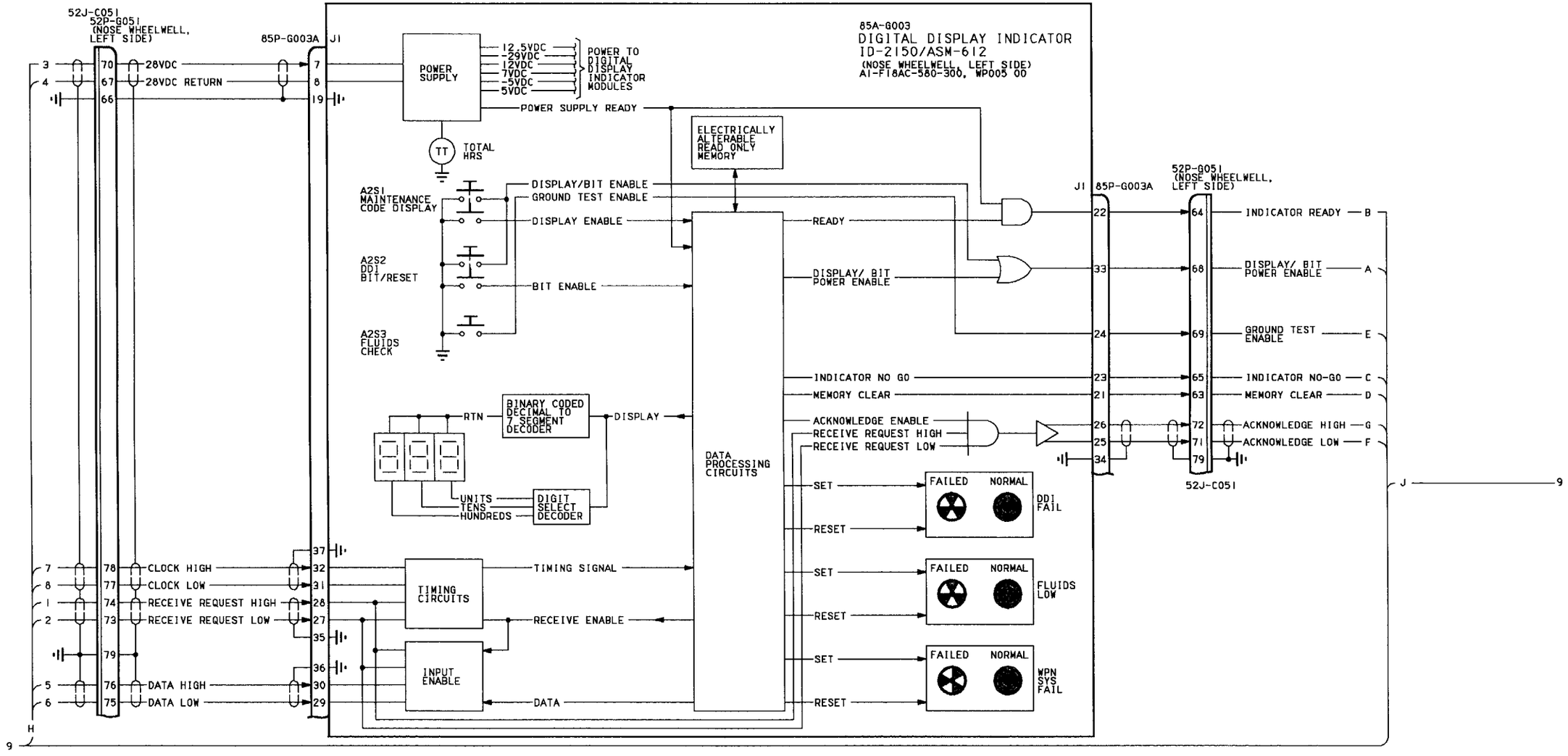


Figure 1.

Figure 1. Power Schematic (Sheet 4)

00500104

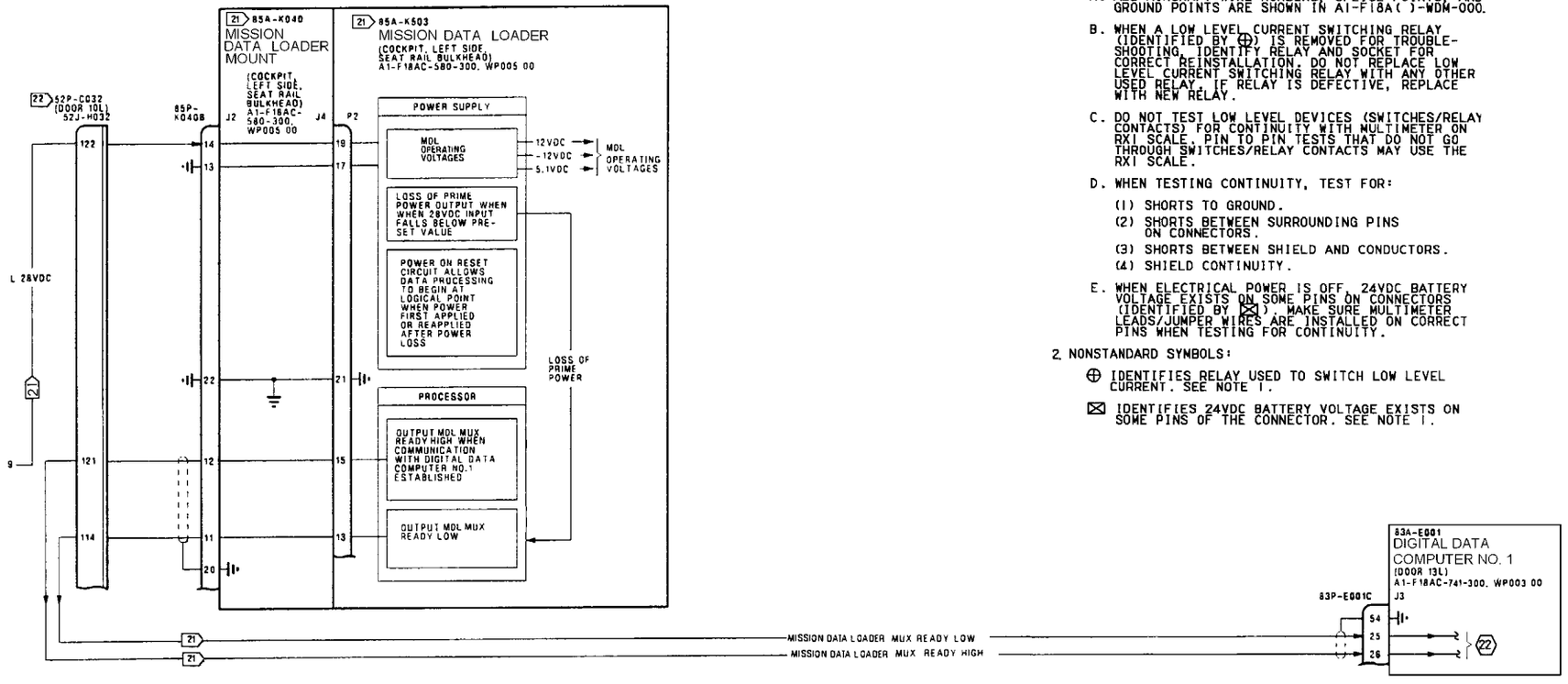
Figure 1.



00500105

Figure 1.

Figure 1. Power Schematic (Sheet 5)



LEGEND

1. CONTINUITY TESTS:

   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.

   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLE-SHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RXI SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RXI SCALE.

   D. WHEN TESTING CONTINUITY, TEST FOR:

      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.

   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:

   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.

   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) ENGINE START AND GROUND MAINTENANCE MODE INTERFACE SCHEMATIC, A1-F18AC-240-500, WP005 00.

(4) DC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.

(5) GROUND POWER SWITCHING SCHEMATIC, A1-F18AC-420-500, WP005 00.

(6) APU CONTROL SYSTEM SCHEMATIC, A1-F18AC-240-500, WP004 00.

(7) SECONDARY POWER SYSTEM INTERFACE SCHEMATIC, WP018 00.

(8) FLUIDS TEST SCHEMATIC, WP006 00.

(9) BUILT-IN TEST SCHEMATIC, WP012 00.

(10) RECORD FUNCTION SCHEMATIC, WP014 00.

(11) F/A-18A.

(12) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(13) F/A-18B.

(14) 161353 THRU 161528 BEFORE F/A-18 AFC 49.

(15) 161702 AND UP, ALSO 161353 THRU 161528 AFTER F/A-18 AFC 49.

(16) 161702 THRU 163118 BEFORE F/A-18 AFC 90.

(17) 161353 THRU 163118 BEFORE F/A-18 AFC 90.

(18) 163119 AND UP; ALSO 161353 THRU 163118 AFTER F/A-18 AFC 90.

(19) 161353 THRU 161528 BEFORE F/A-18 AFC 90.

(20) 161702 AND UP; ALSO 161353 THRU 161528 AFTER F/A-18 AFC 90.

F/A-18A 162394 THRU 163175 AFTER F/A-18 AFC 253 OR F/A-18 AFC 292.

(22) MISSION DATA LOADER BUILT-IN TEST SCHEMATIC, WP022 00.

00500106

Figure 1. **Figure 1. Power Schematic (Sheet 6)** **Figure 1.**

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FLUIDS TEST

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes WP006 00, dated 1 May 1986.

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

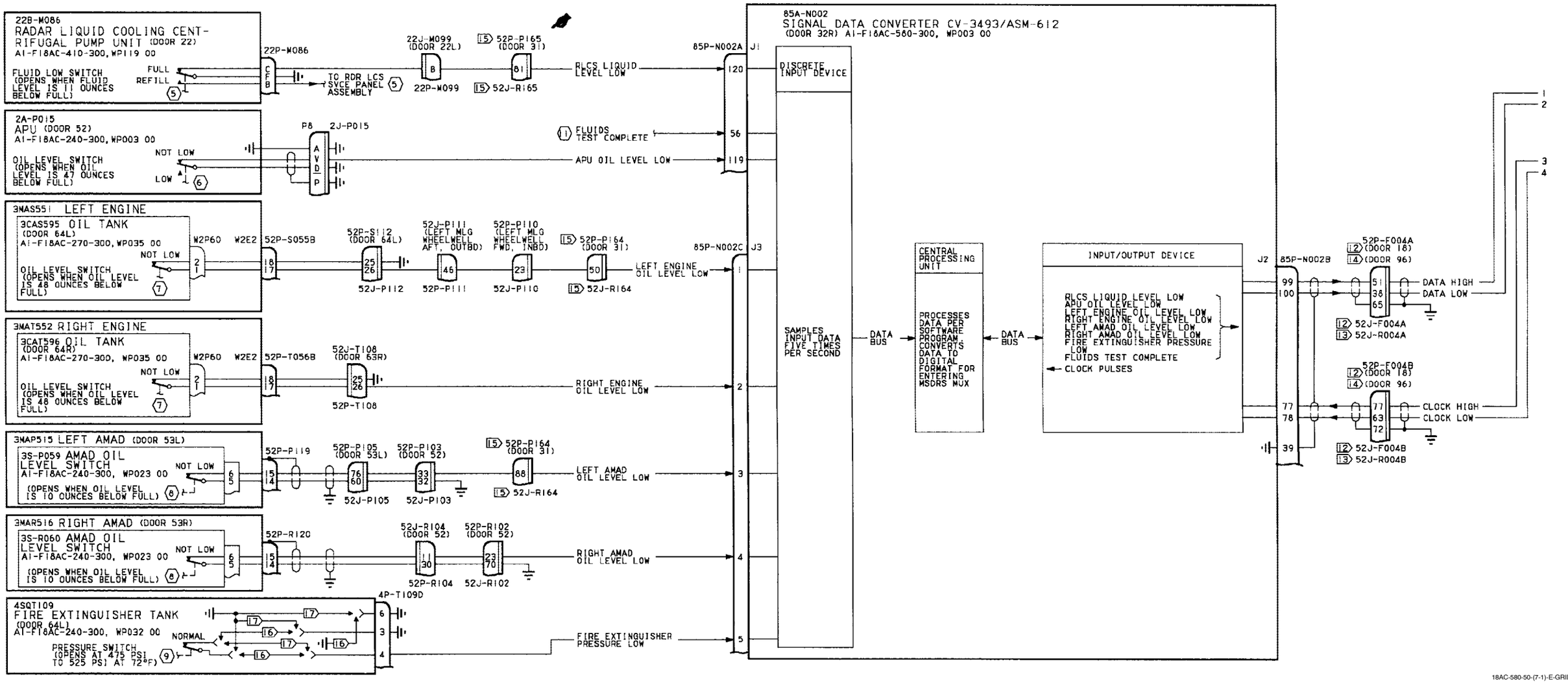
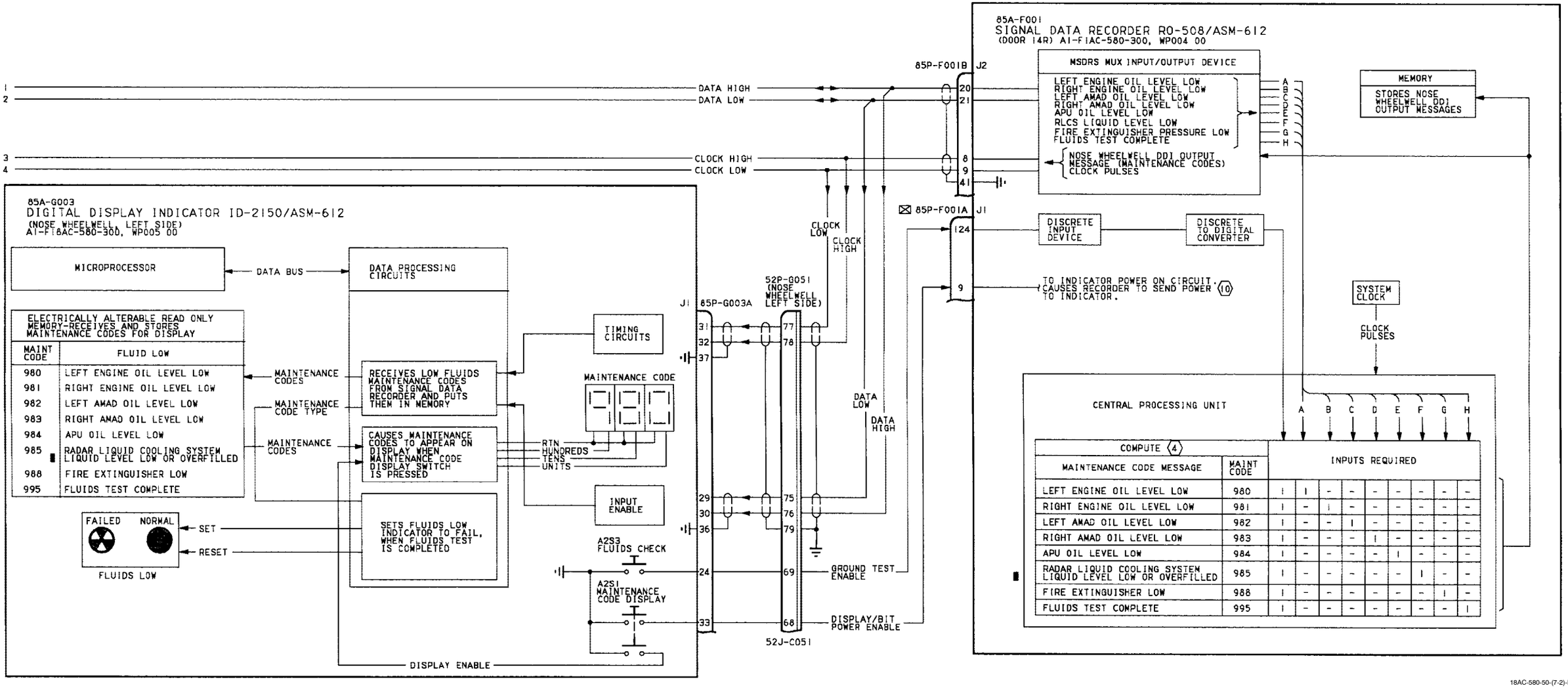


Figure 1. Fluids Test Schematic (Sheet 1)



18AC-580-50-(7-2)-E-GRID

Figure 1.

Figure 1. Fluids Test Schematic (Sheet 2)

Figure 1.

LEGEND

1. CONTINUITY TESTS:

A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A()-WDM-000.

B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.

D. WHEN TESTING CONTINUITY, TEST FOR:

(1) SHORTS TO GROUND.

(2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.

(3) SHORTS BETWEEN SHIELD AND CONDUCTORS.

(4) SHIELD CONTINUITY.

E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:

⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.

⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

3. LINE UNDER LETTER (S) INDICATES LOWER CASE PIN LETTER.

(4) EXPLANATION OF MATRIX

A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.

B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.

C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.

D. INTERPRET MATRIX TABLE AS INDICATED.

(1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.

(2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.

(3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) RADAR LIQUID COOLING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP014 00.

(6) APU LUBRICATION SYSTEM SCHEMATIC, A1-F18AC-240-500.WP006 00.

(7) LUBRICATION SYSTEN SCHEMATIC, A1-F18AC-270-500.WP004 00.

(8) AMAD LUBRICATION SYSTEM SCHEMATIC, A1-F18AC-240-500, WP007 00.

(9) APU FIRE EXTINGUISHING SYSTEM SCHEMATIC, A1-F18AC-240-500, WP010 00.

(10) POWER SCHEMATIC, WP005 00.

(11) INPUT IS OPEN TO INDICATE FLUIDS TEST IS COMPLETE.

(12) F/A-18A.
(13) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.
(14) F/A-18B.
(15) 162445 AND UP.
(16) TANK PART NUMBER 33500002 AND 33500003.
(17) TANK PART NUMBER 826200-107.

18AC-580-50-(7-3)E-GRID

Figure 1. Fluids Test Schematic (Sheet 3)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC LEFT ENGINE INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292 AND F/A-18B

This WP supersedes WP009 00, dated 1 October 1988.

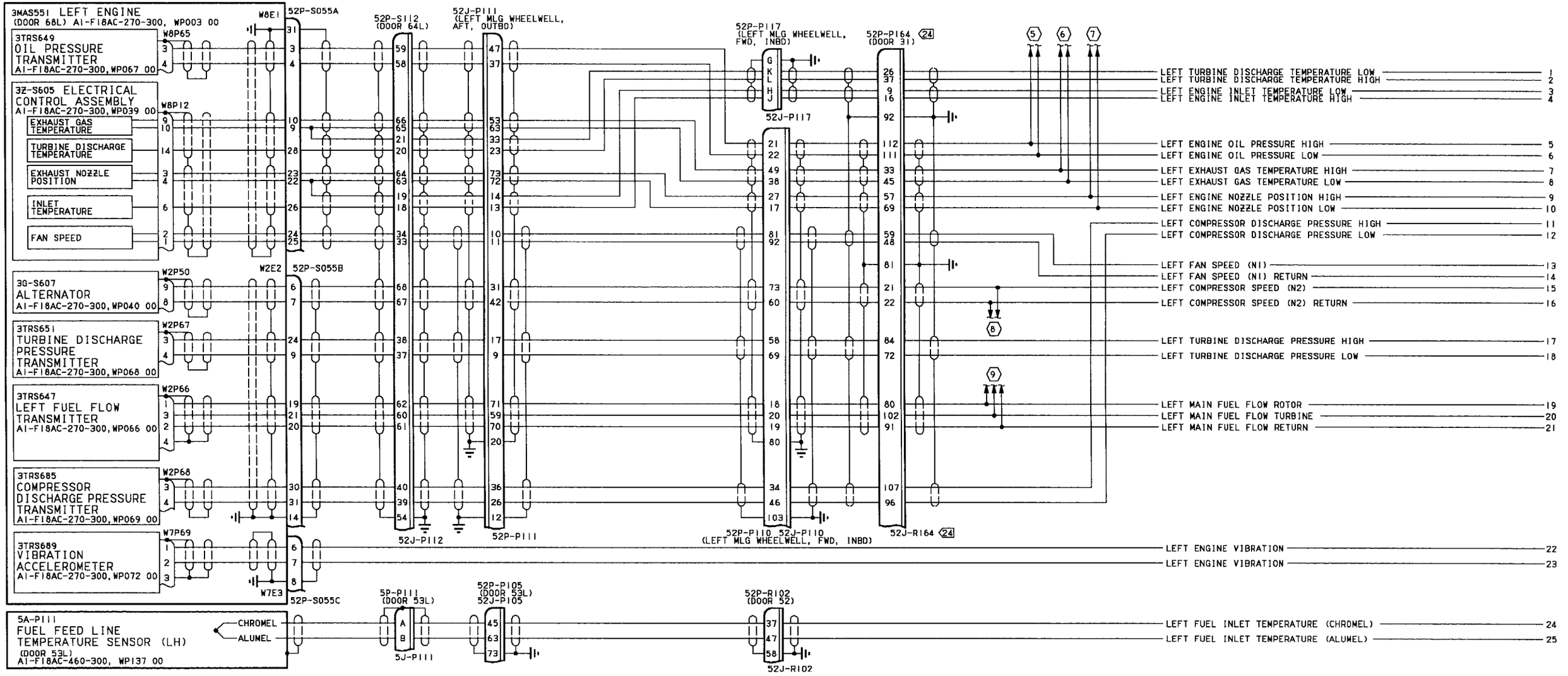
Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

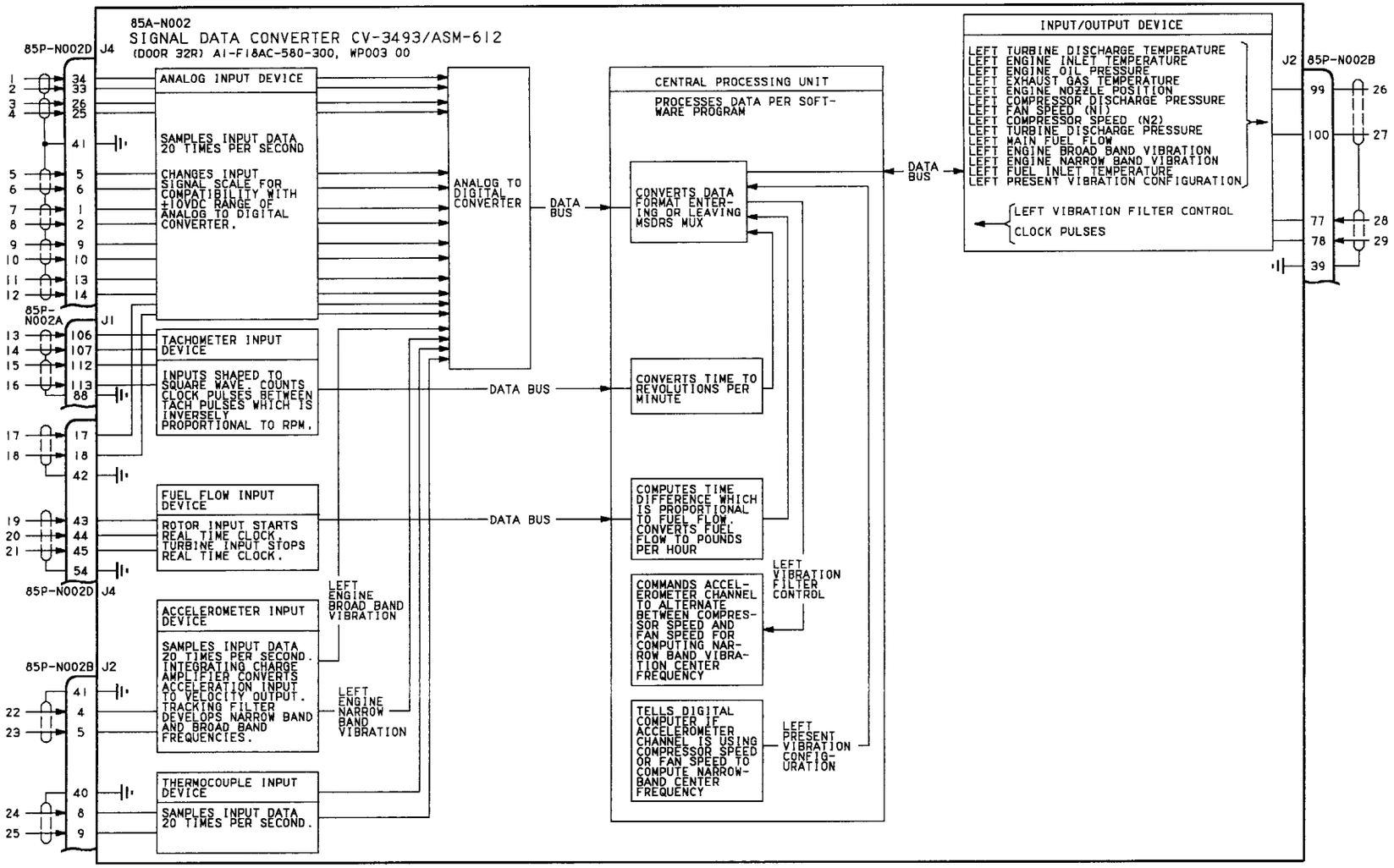


00900101

Figure 1.

Figure 1. Left Engine Interface Schematic (Sheet 1)

Figure 1.



00900102

Figure 1. **Figure 1. Left Engine Interface Schematic (Sheet 2)** **Figure 1.**

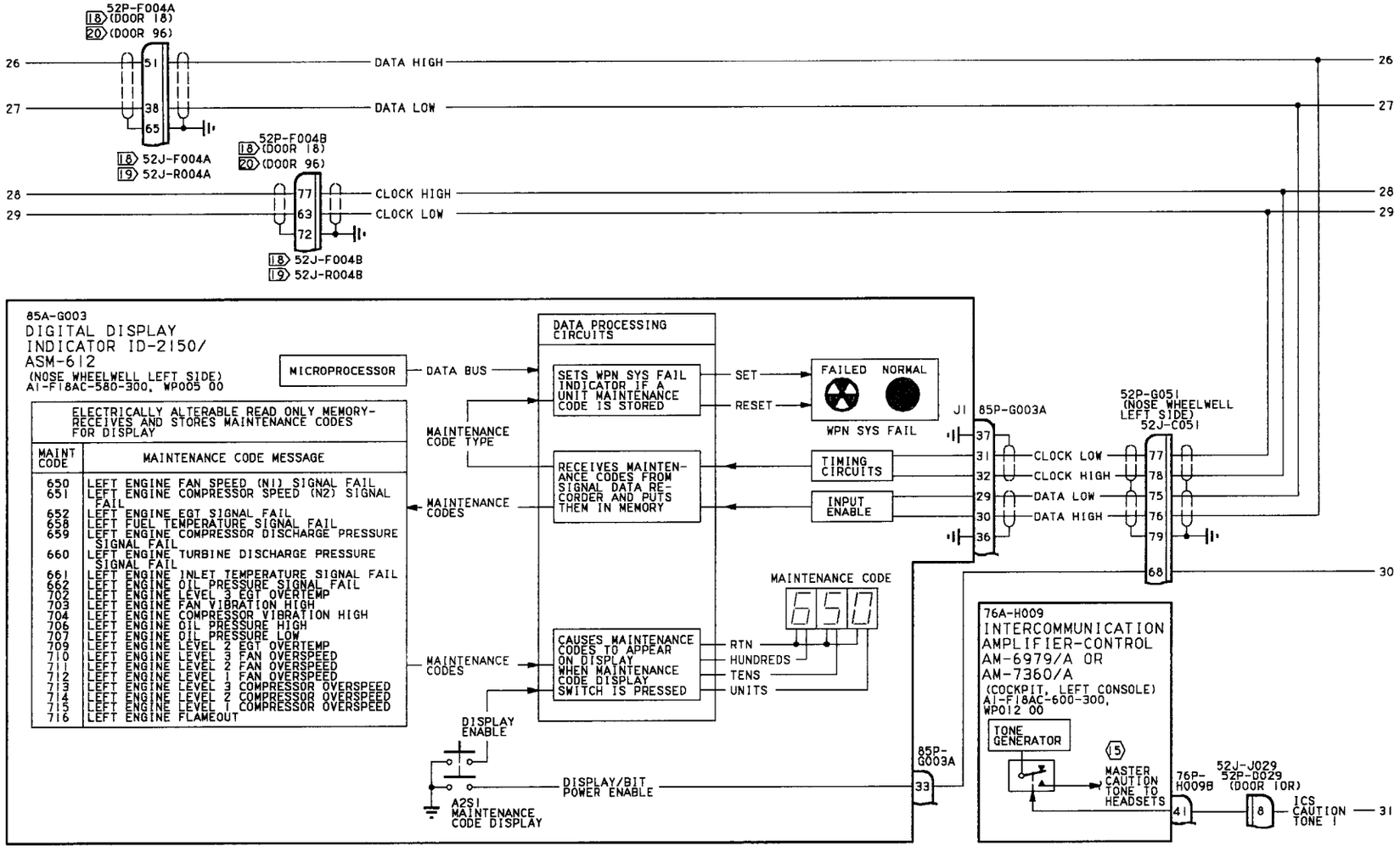


Figure 1. Left Engine Interface Schematic (Sheet 3)

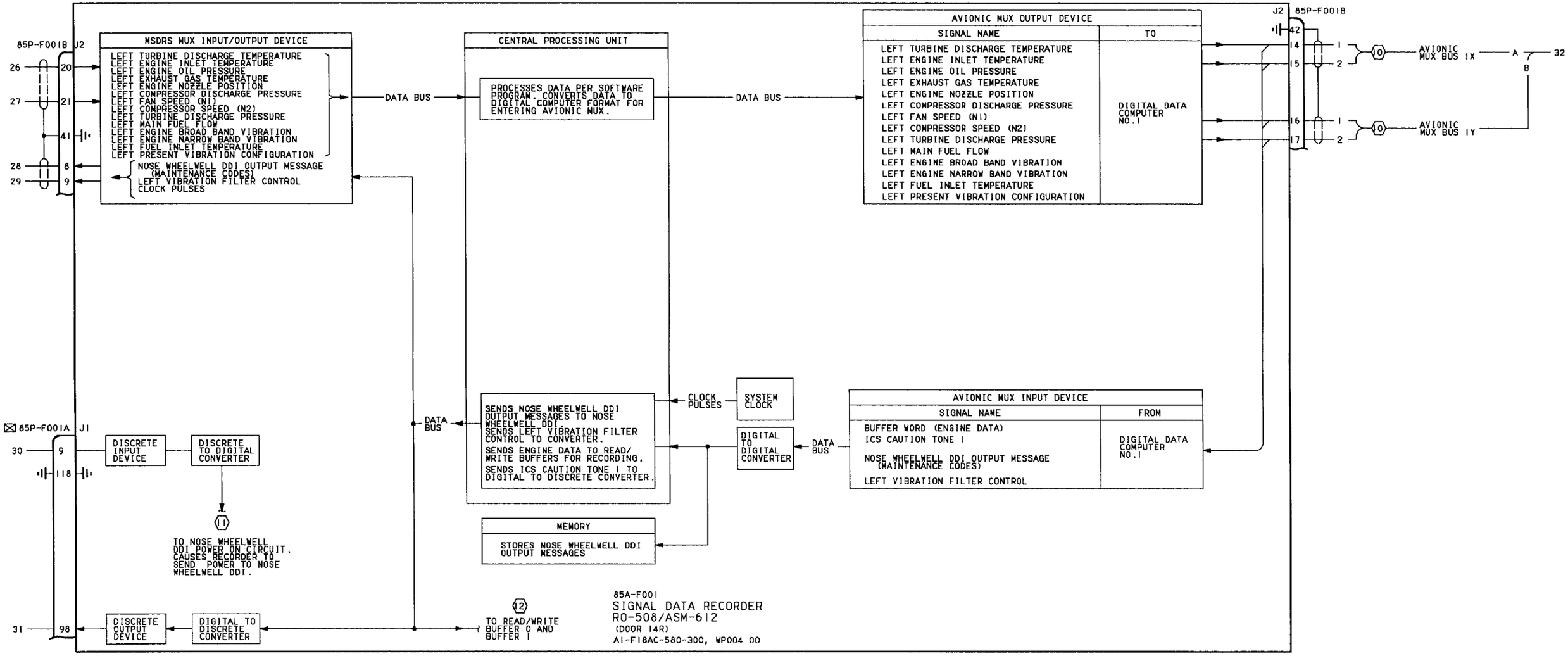


Figure 1.

Figure 1. Left Engine Interface Schematic (Sheet 4)

00900104

Figure 1.

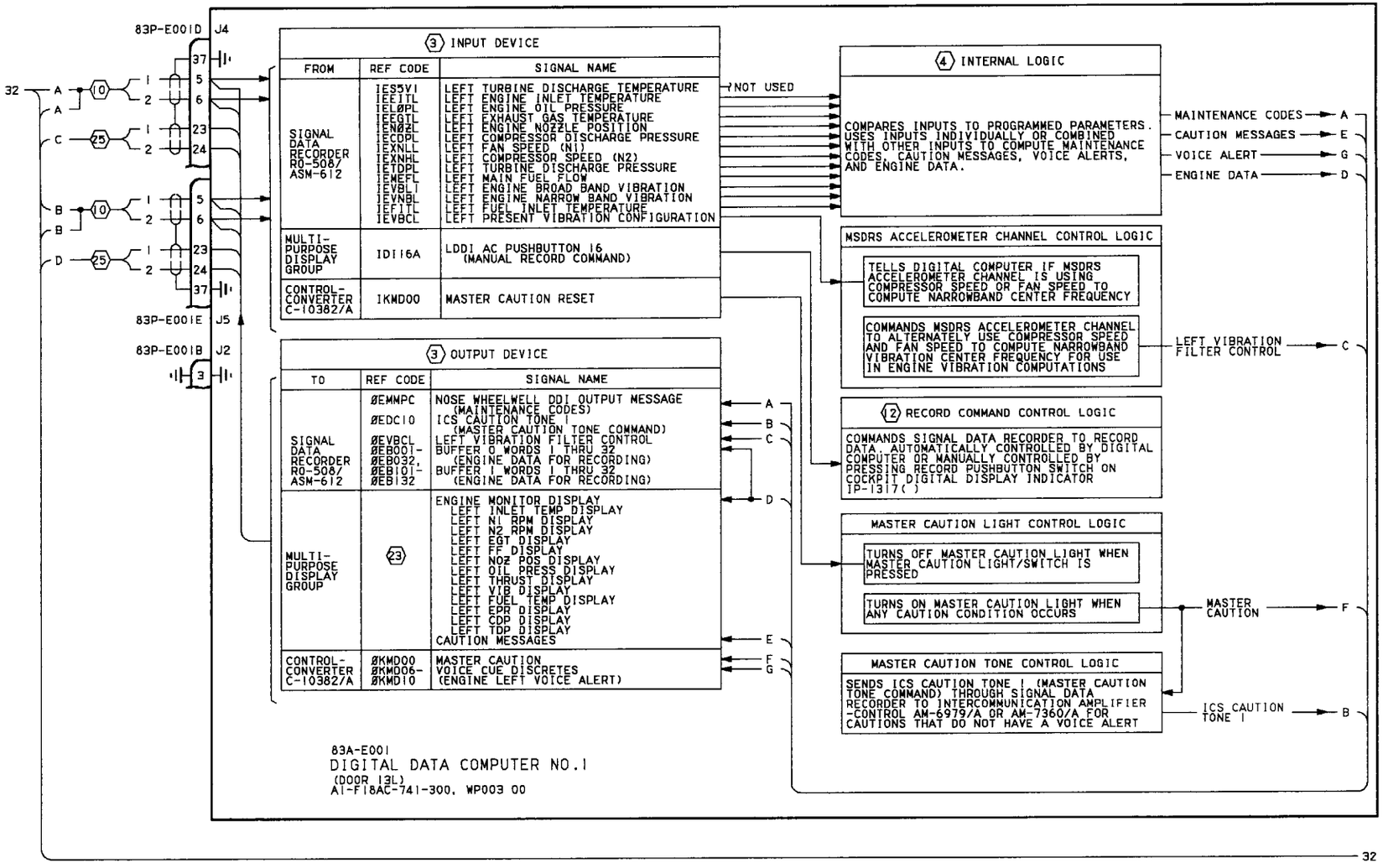


Figure 1. Left Engine Interface Schematic (Sheet 5)

00900105

Figure 1.

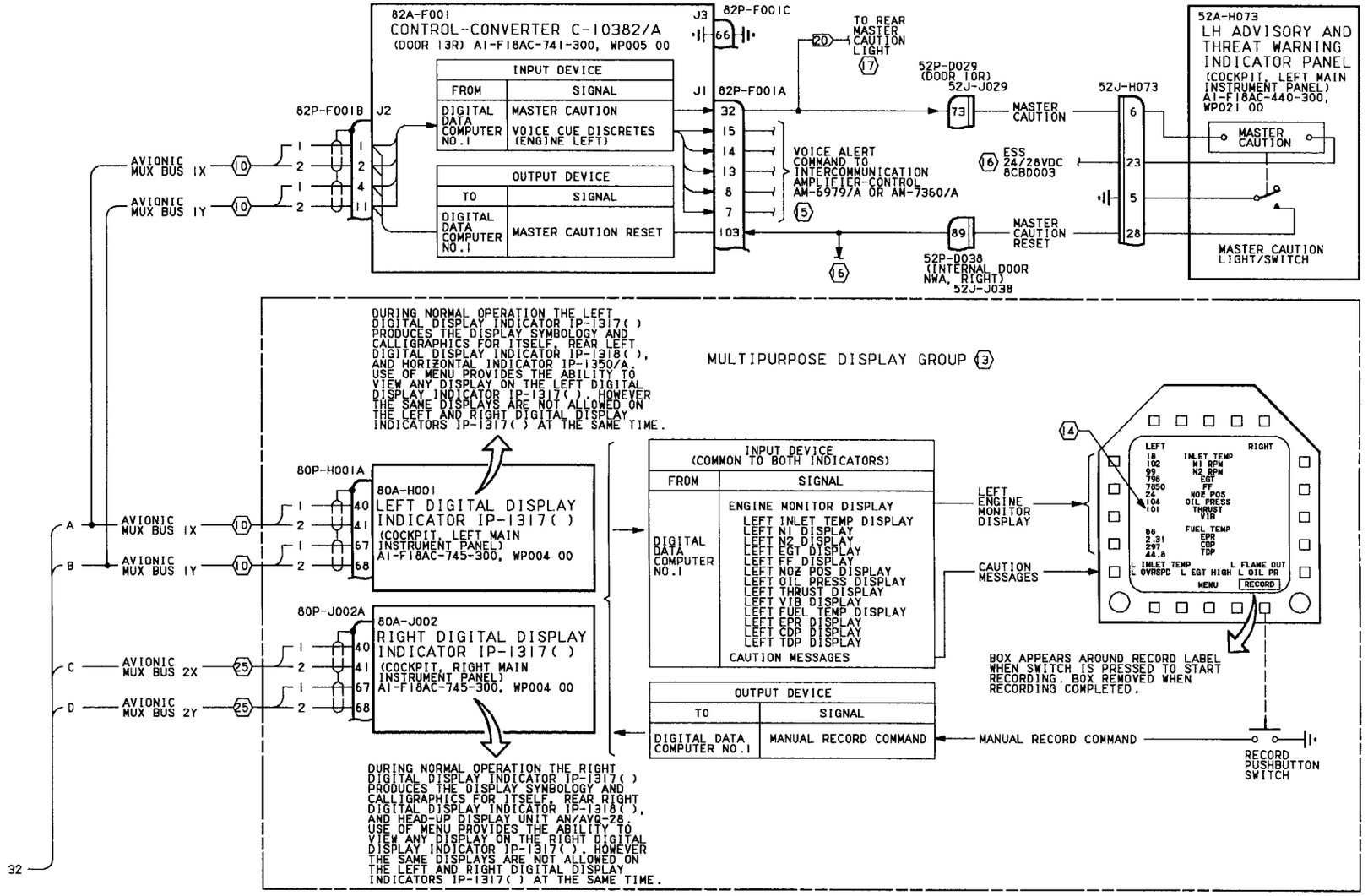


Figure 1.

Figure 1. Left Engine Interface Schematic (Sheet 6)

LEGEND

1. CONTINUITY TEST:
   - A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   - B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   - C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   - D. WHEN TESTING CONTINUITY, TEST FOR:
     - (1) SHORTS TO GROUND.
     - (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
     - (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
     - (4) SHIELD CONTINUITY.
   - E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS
   - ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.
   - ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

TELELIGHT

SOLID STATE ANALOG SWITCH — ENERGIZING SIGNAL

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIN-100.

(4) ENGINE SYSTEM CAUTION AND MAINTENANCE CODES SCHEMATICS, A1-F18AC-270-500, WP010 00.

(5) OIL PRESSURE INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(6) EGT INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(7) NOZZLE POSITION INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(8) RPM INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(9) FUEL FLOW INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(10) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(11) POWER SCHEMATIC, WP005 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1318( ).

(14) DISPLAYED ONLY DURING THRUST TEST BEFORE TAKEOFF.

(15) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(16) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(17) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(18) F/A-18A.

(19) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(20) F/A-18B.

(21) DELETED.

(22) DELETED.

(23) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(24) 162445 AND UP.

(25) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

00900106

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC LEFT ENGINE INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292.

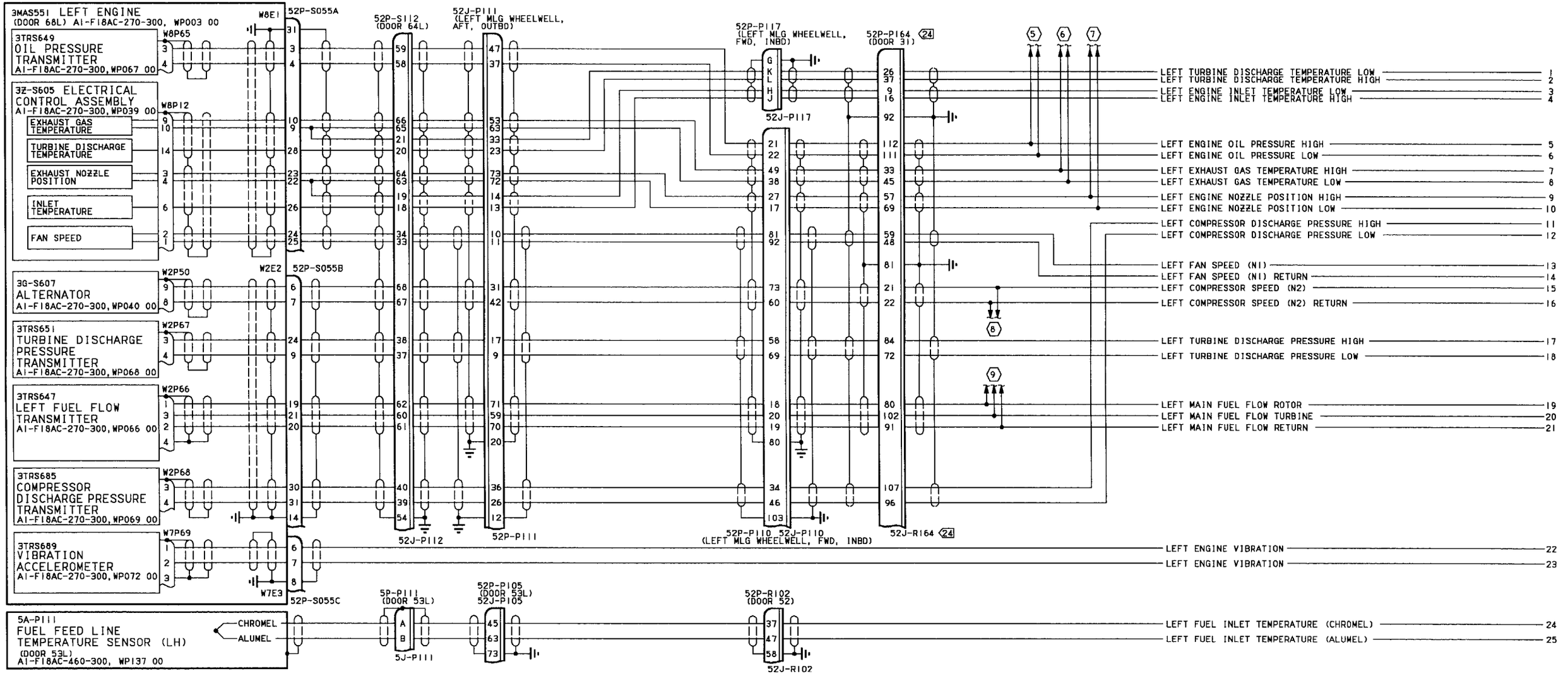
Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-



09010101

Figure 1. Left Engine Interface Schematic (Sheet 1)

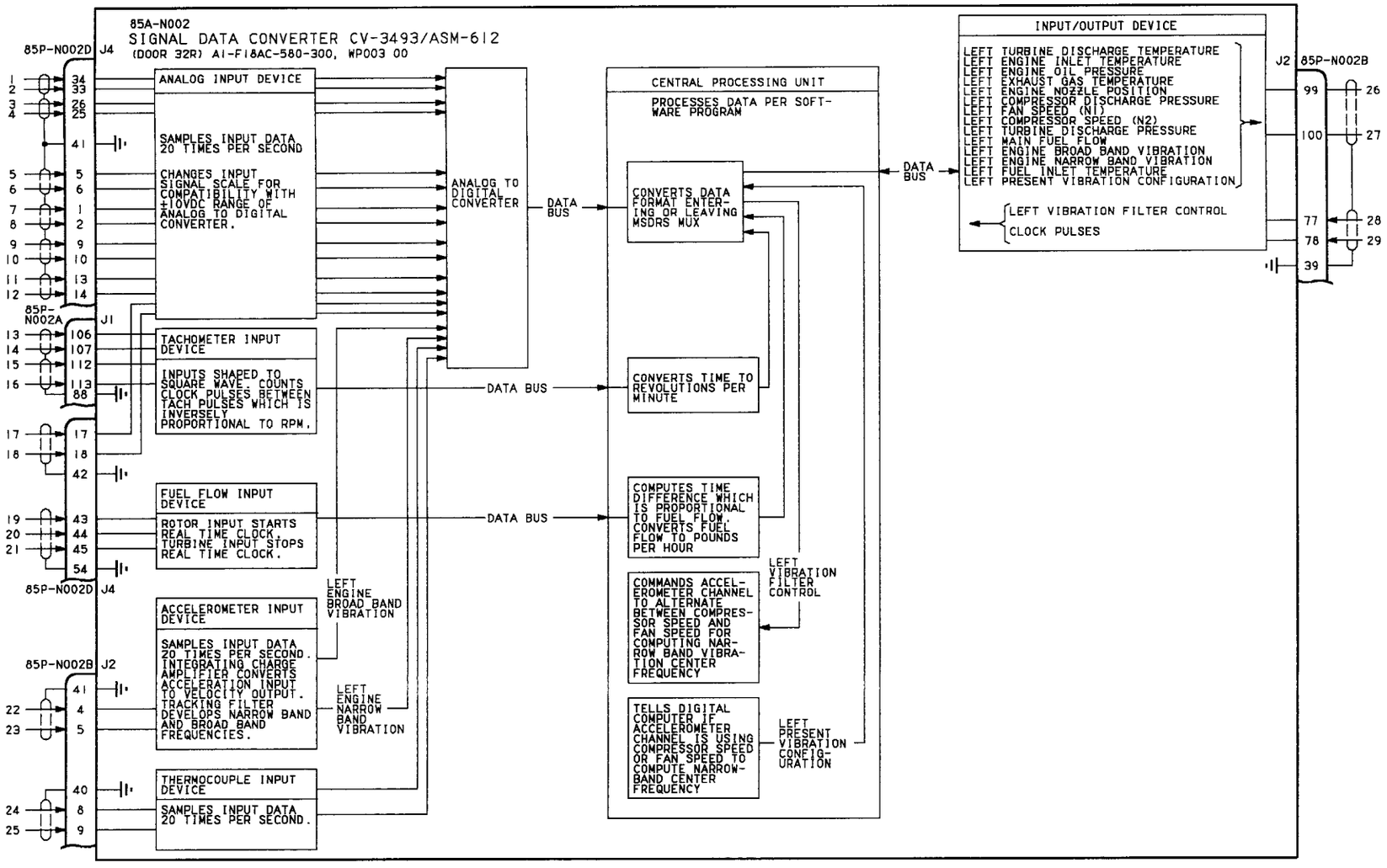
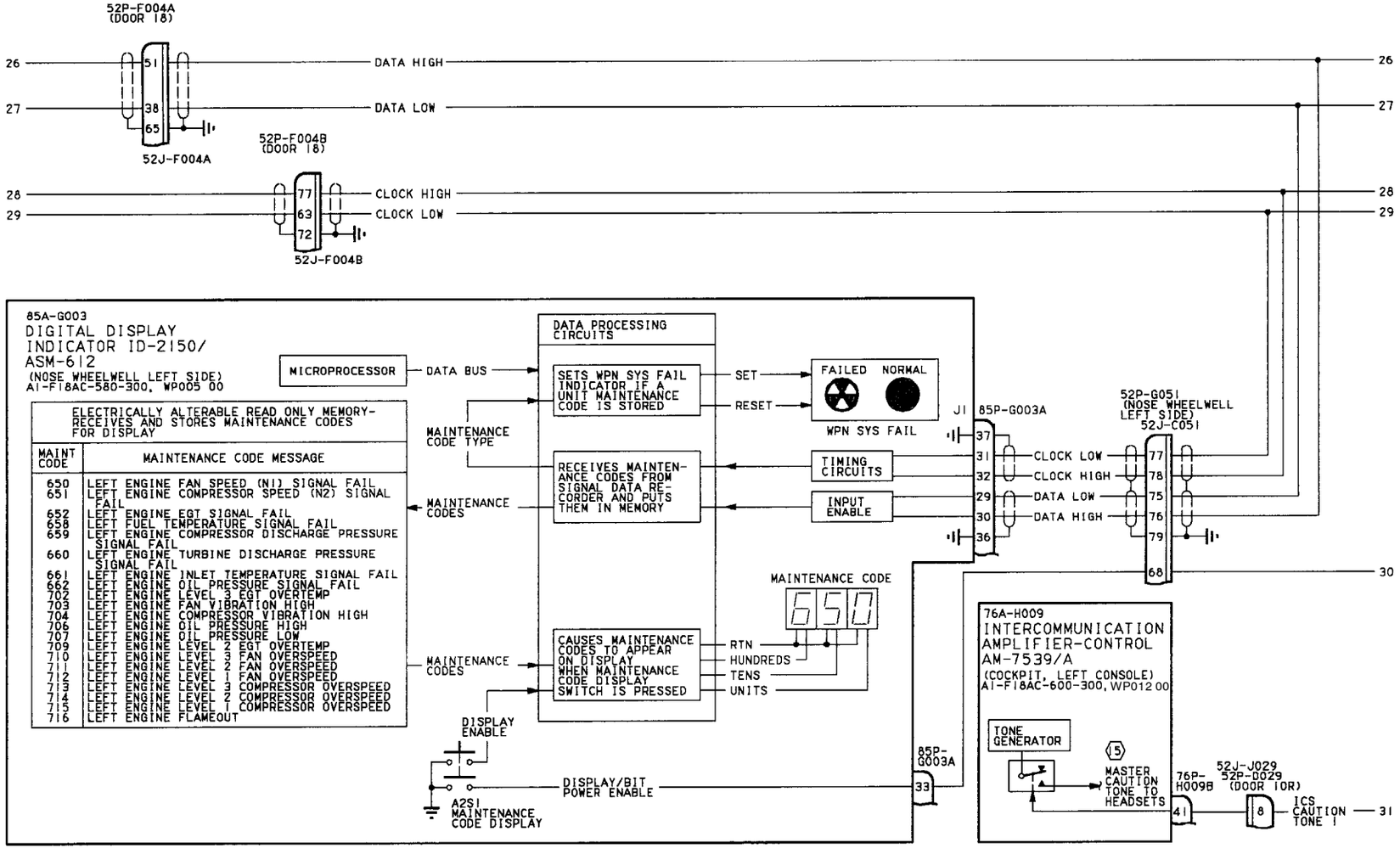


Figure 1. Left Engine Interface Schematic (Sheet 2)



MAINT CODE	MAINTENANCE CODE MESSAGE
650	LEFT ENGINE FAN SPEED (N1) SIGNAL FAIL
651	LEFT ENGINE COMPRESSOR SPEED (N2) SIGNAL FAIL
652	LEFT ENGINE EGT SIGNAL FAIL
658	LEFT FUEL TEMPERATURE SIGNAL FAIL
659	LEFT ENGINE COMPRESSOR DISCHARGE PRESSURE SIGNAL FAIL
660	LEFT ENGINE TURBINE DISCHARGE PRESSURE SIGNAL FAIL
661	LEFT ENGINE INLET TEMPERATURE SIGNAL FAIL
662	LEFT ENGINE OIL PRESSURE SIGNAL FAIL
702	LEFT ENGINE LEVEL 3 EGT OVERTEMP
703	LEFT ENGINE FAN VIBRATION HIGH
704	LEFT ENGINE COMPRESSOR VIBRATION HIGH
706	LEFT ENGINE OIL PRESSURE HIGH
707	LEFT ENGINE OIL PRESSURE LOW
709	LEFT ENGINE LEVEL 2 EGT OVERTEMP
710	LEFT ENGINE LEVEL 3 FAN OVERSPEED
711	LEFT ENGINE LEVEL 2 FAN OVERSPEED
712	LEFT ENGINE LEVEL 1 FAN OVERSPEED
713	LEFT ENGINE LEVEL 3 COMPRESSOR OVERSPEED
714	LEFT ENGINE LEVEL 2 COMPRESSOR OVERSPEED
715	LEFT ENGINE LEVEL 1 COMPRESSOR OVERSPEED
716	LEFT ENGINE FLAMEOUT

ELECTRICALLY ALTERABLE READ ONLY MEMORY-RECEIVES AND STORES MAINTENANCE CODES FOR DISPLAY

Figure 1. Left Engine Interface Schematic (Sheet 3)

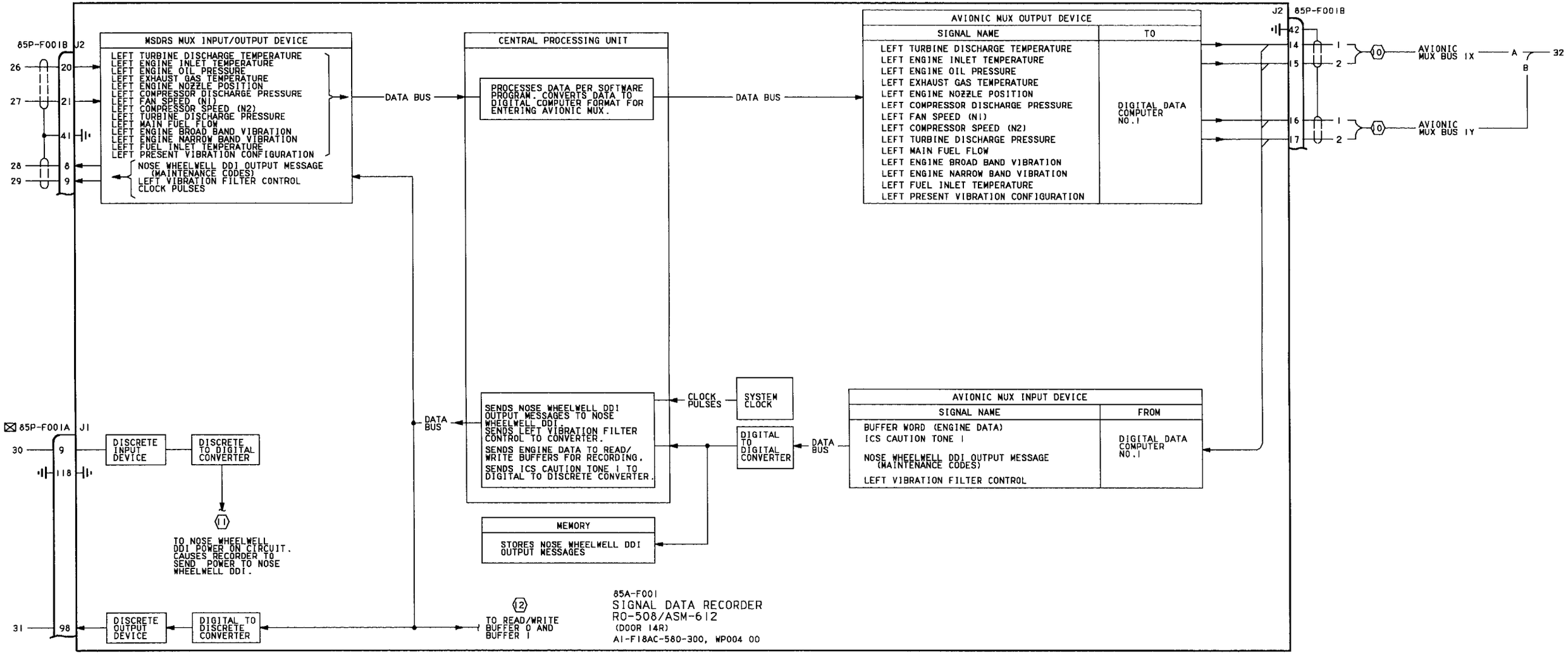


Figure 1.

Figure 1. Left Engine Interface Schematic (Sheet 4)

09010104

Figure 1.

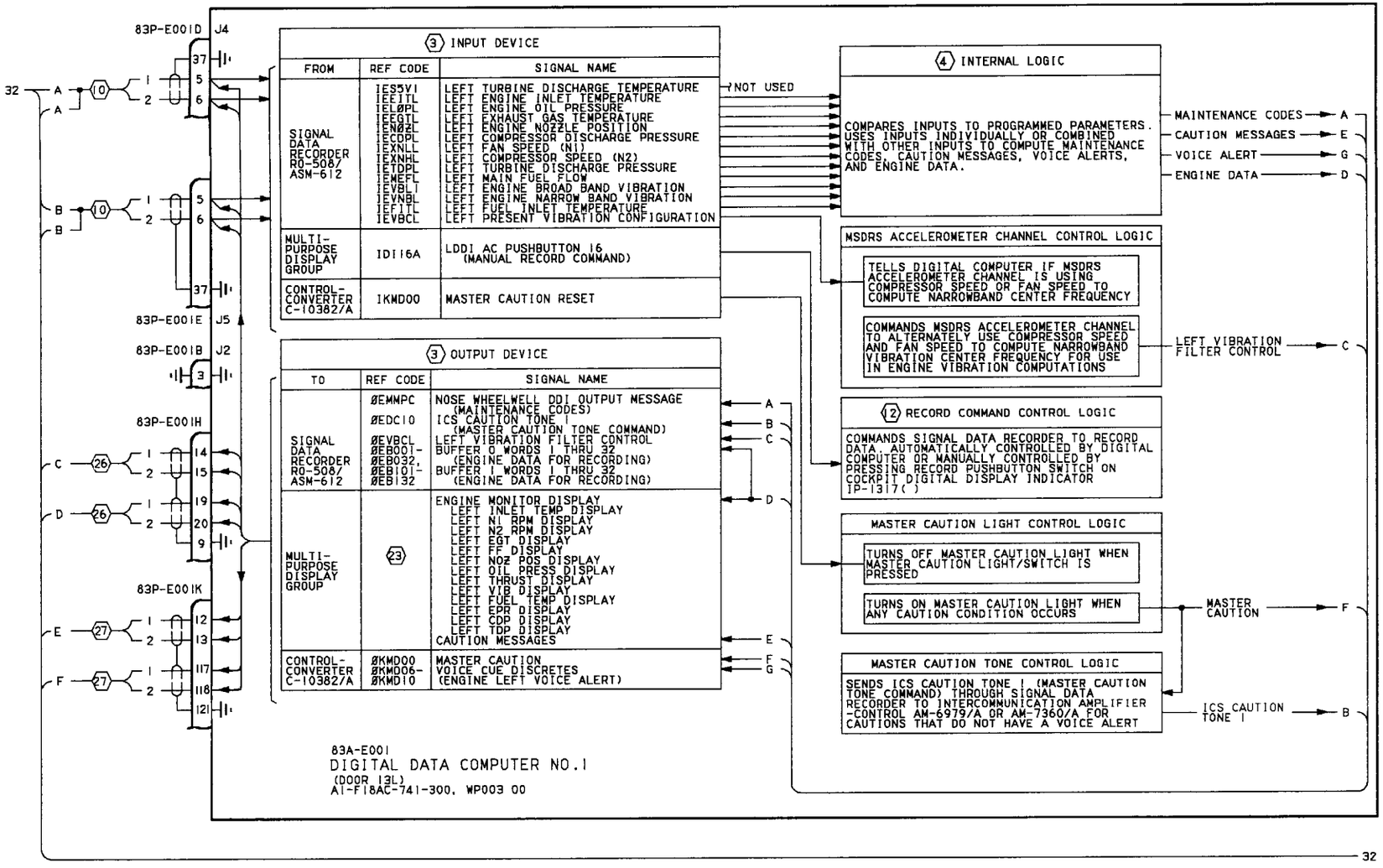


Figure 1. Left Engine Interface Schematic (Sheet 5)

09010105
Figure 1.

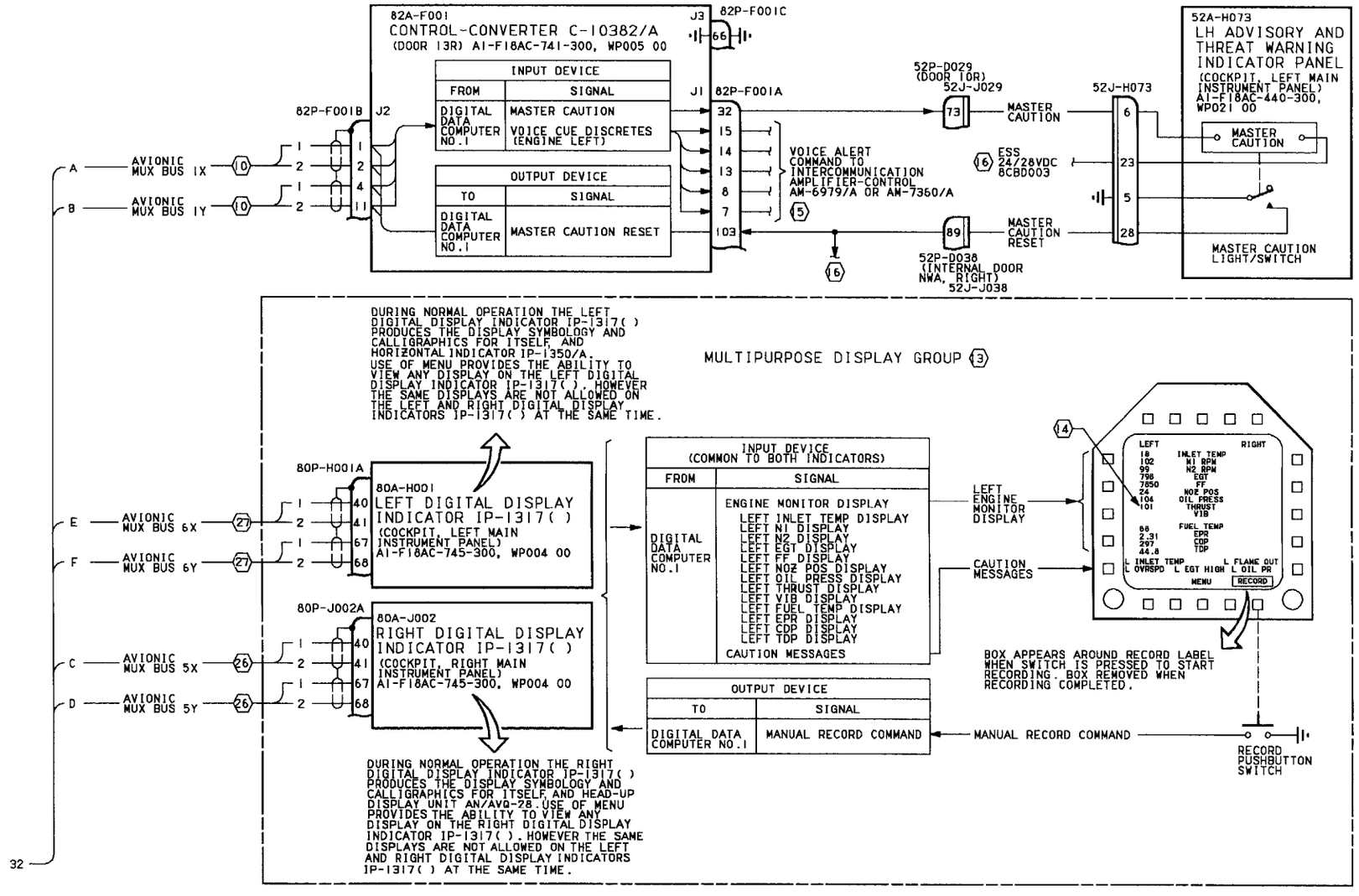


Figure 1.

Figure 1. Left Engine Interface Schematic (Sheet 6)

LEGEND

1. CONTINUITY TEST:
   - A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   - B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   - C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   - D. WHEN TESTING CONTINUITY, TEST FOR:
     - (1) SHORTS TO GROUND.
     - (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
     - (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
     - (4) SHIELD CONTINUITY.
   - E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS
   - ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.
   - ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

TELELIGHT

SOLID STATE ANALOG SWITCH — ENERGIZING SIGNAL

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) ENGINE SYSTEM CAUTION AND MAINTENANCE CODES SCHEMATICS, A1-F18AC-270-500, WP010 00.

(5) OIL PRESSURE INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(6) EGT INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(7) NOZZLE POSITION INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(8) RPM INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(9) FUEL FLOW INDICATING SYSTEM SCHEMATIC, A1-F18AC-270-500, WP007 00.

(10) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(11) POWER SCHEMATIC, WP005 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP REFER TO A1-F18AC-745-500.

(14) DISPLAYED ONLY DURING THRUST TEST BEFORE TAKEOFF.

(15) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(16) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(17) DELETED.

(18) DELETED.

(19) DELETED.

(20) F/A-18B.

(21) DELETED.

(22) DELETED.

(23) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(24) 162445 AND UP.

(25) DELETED.

(26) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(27) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

09010106

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - RIGHT ENGINE INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292, AND F/A-18B

This WP supersedes WP010 00, dated 1 October 1988.

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 49	-	Addition of Sealed Lead Acid Battery (ECP MDA-F/A-18-00074)	1 Sep 86	ECP coverage only

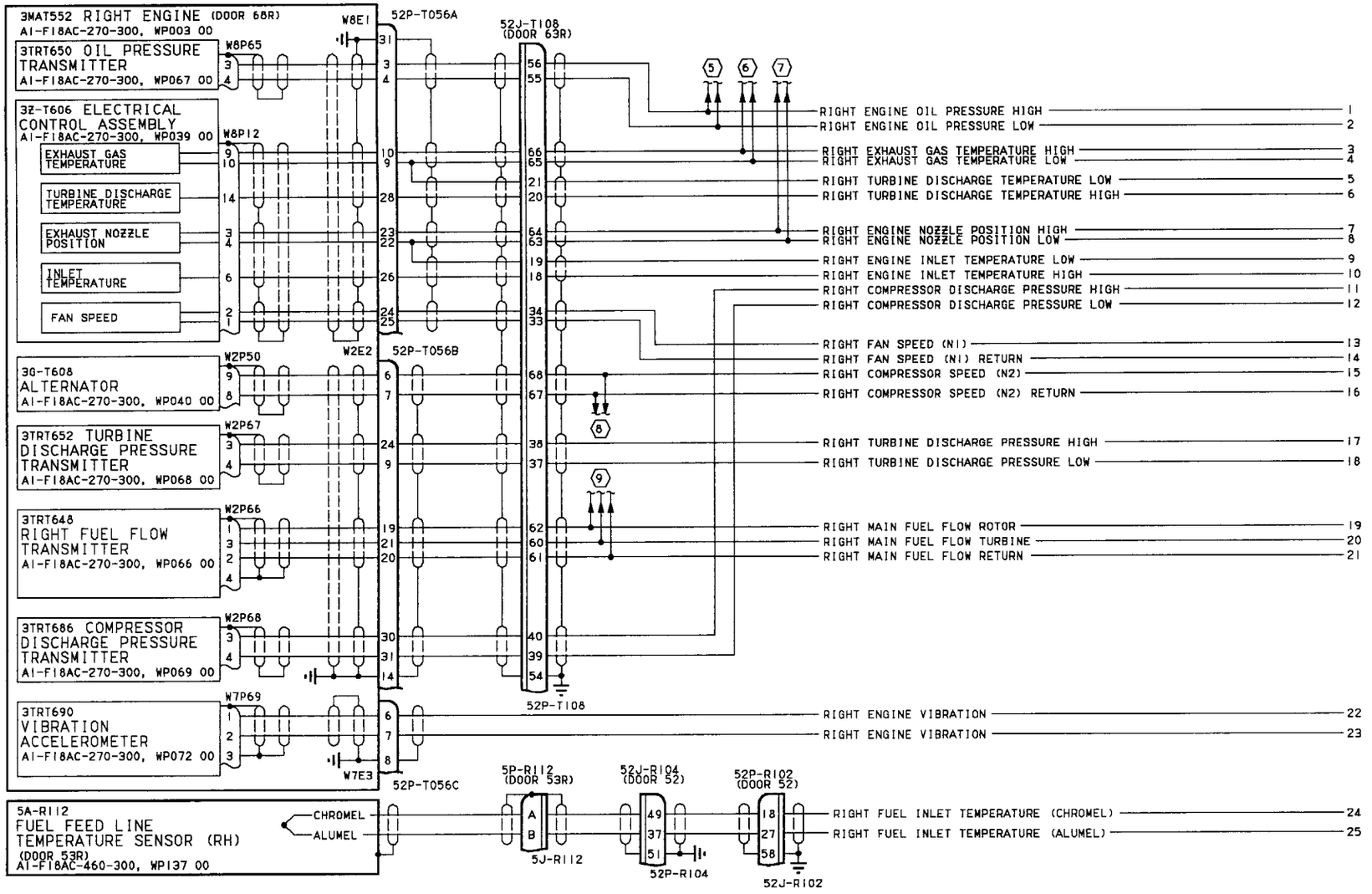


Figure 1. Right Engine Interface Schematic (Sheet 1)

01000101

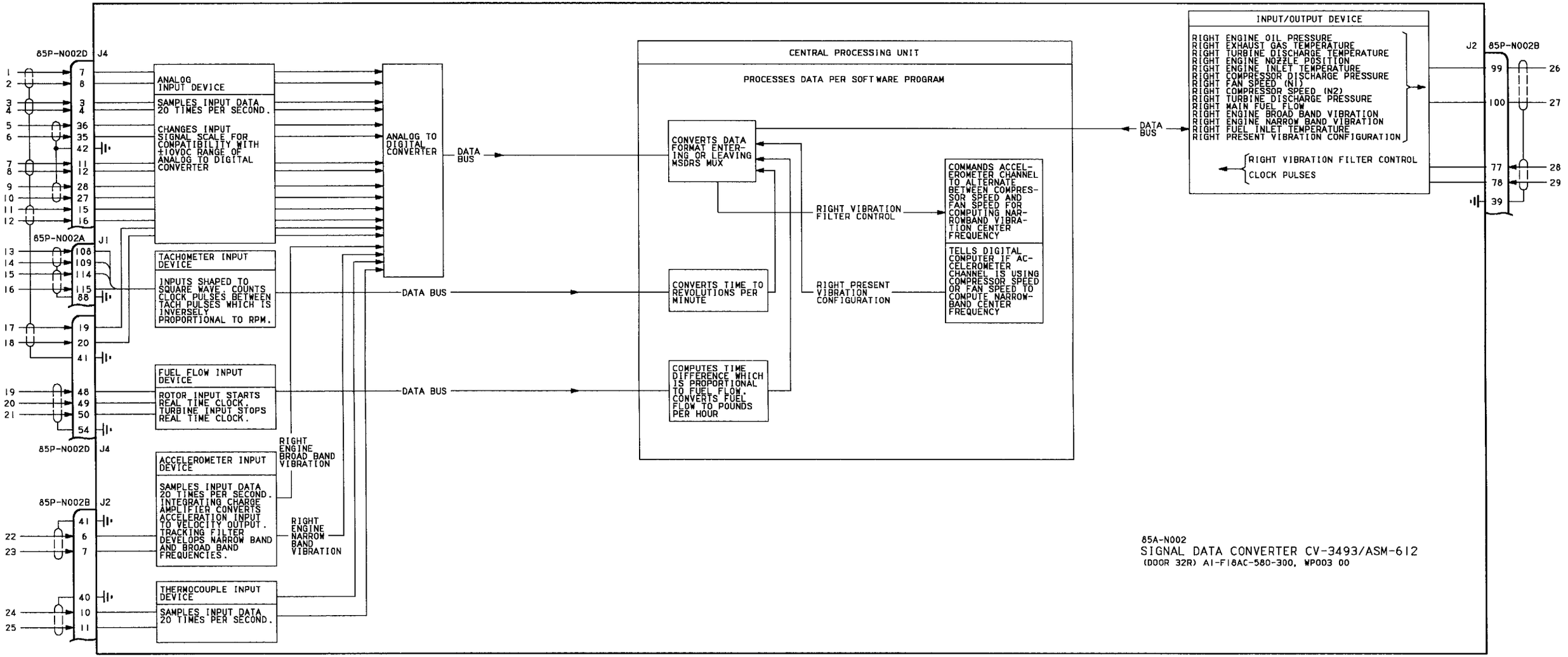


Figure 1. Right Engine Interface Schematic (Sheet 2)

01000102

Figure 1.

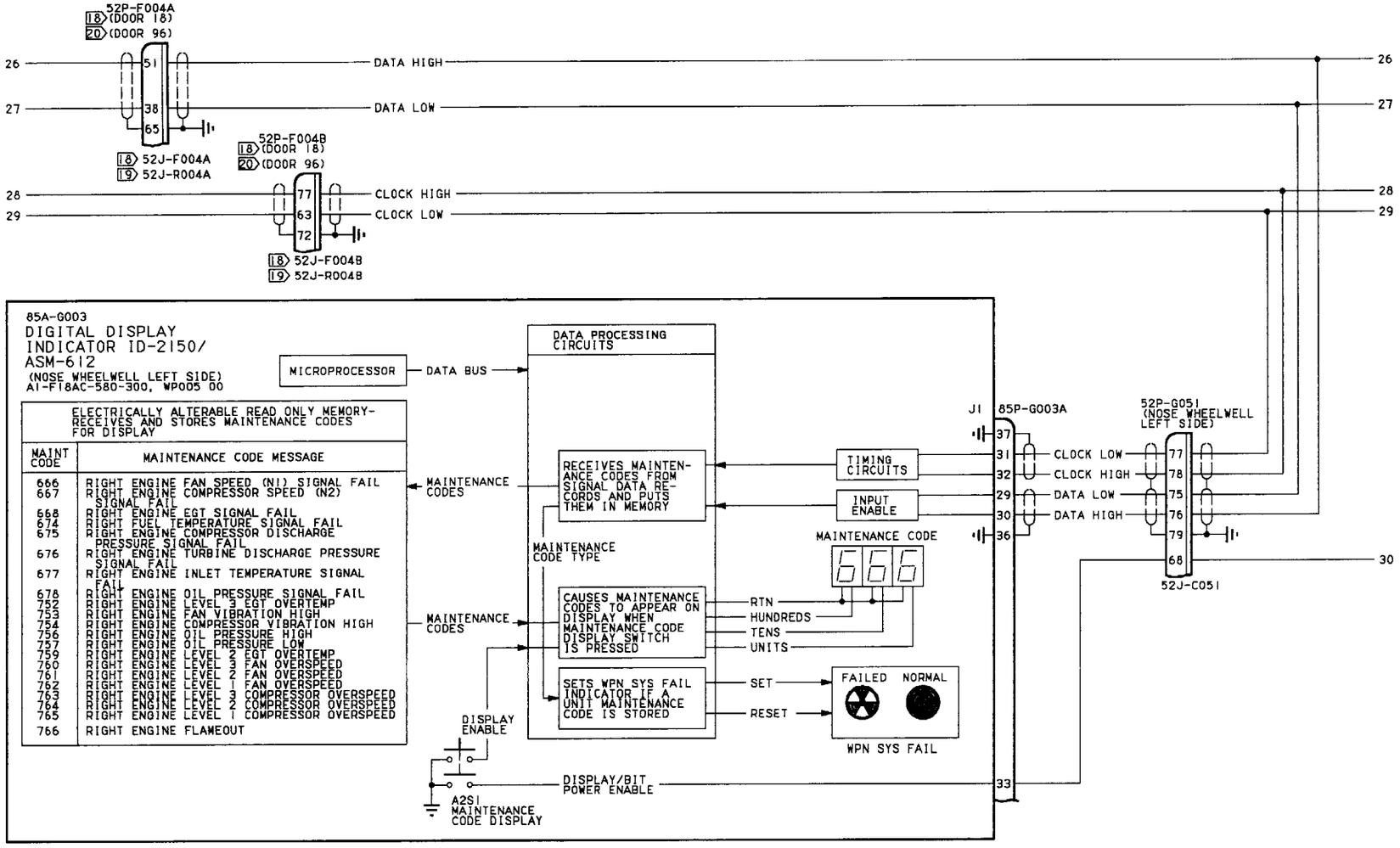


Figure 1. Right Engine Interface Schematic (Sheet 3)

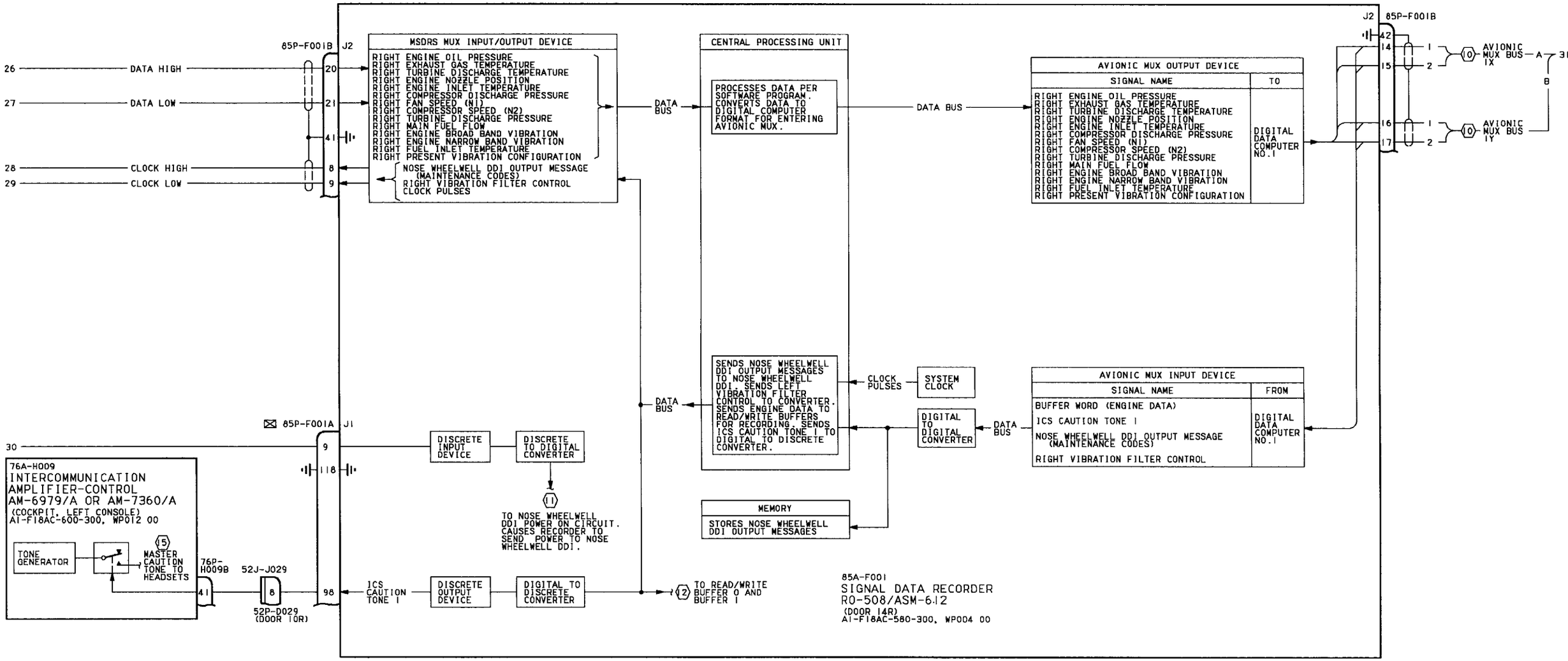


Figure 1. Right Engine Interface Schematic (Sheet 4)

01000104

Figure 1.

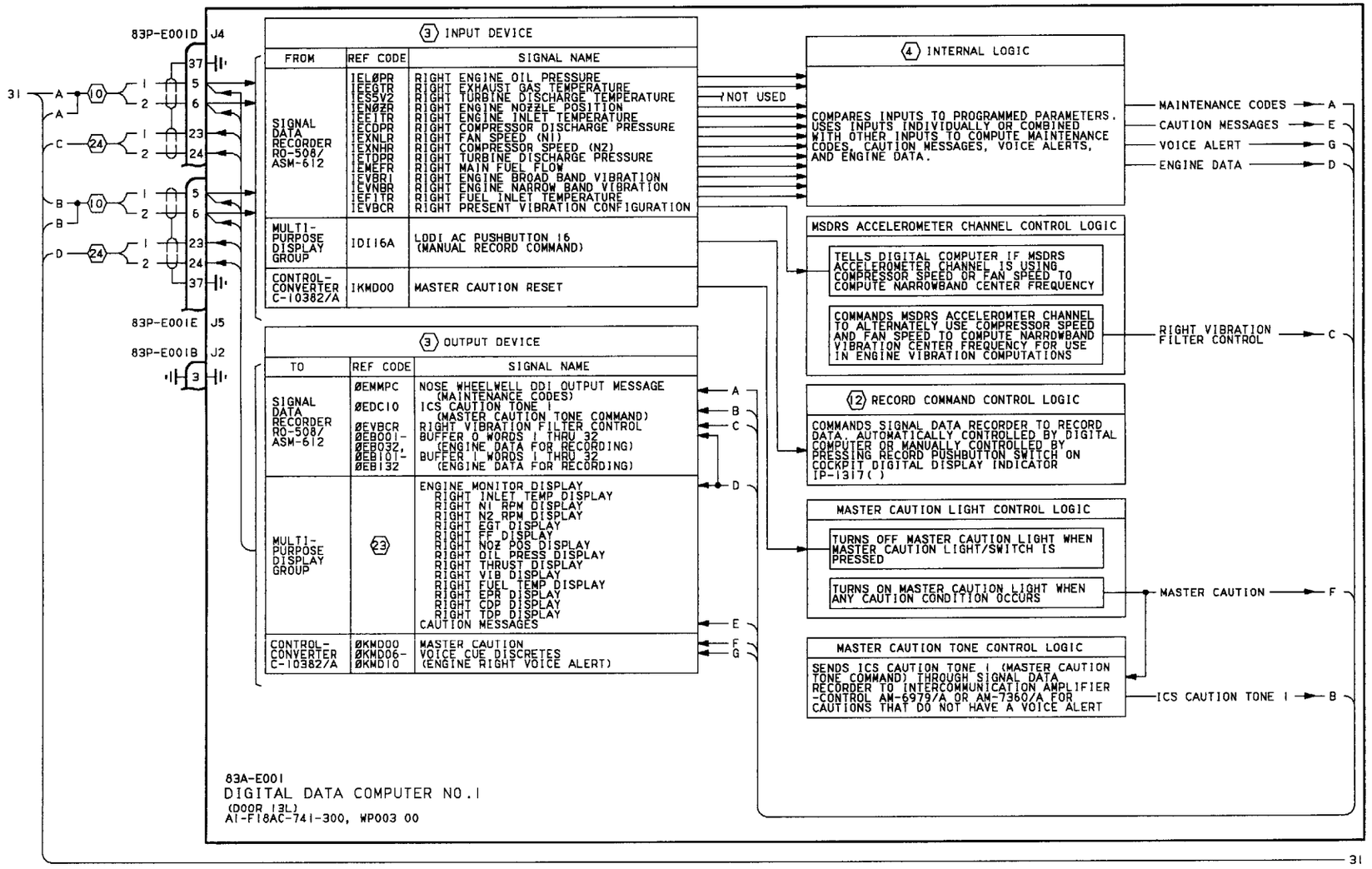


Figure 1. Right Engine Interface Schematic (Sheet 5)

01000105

Figure 1.

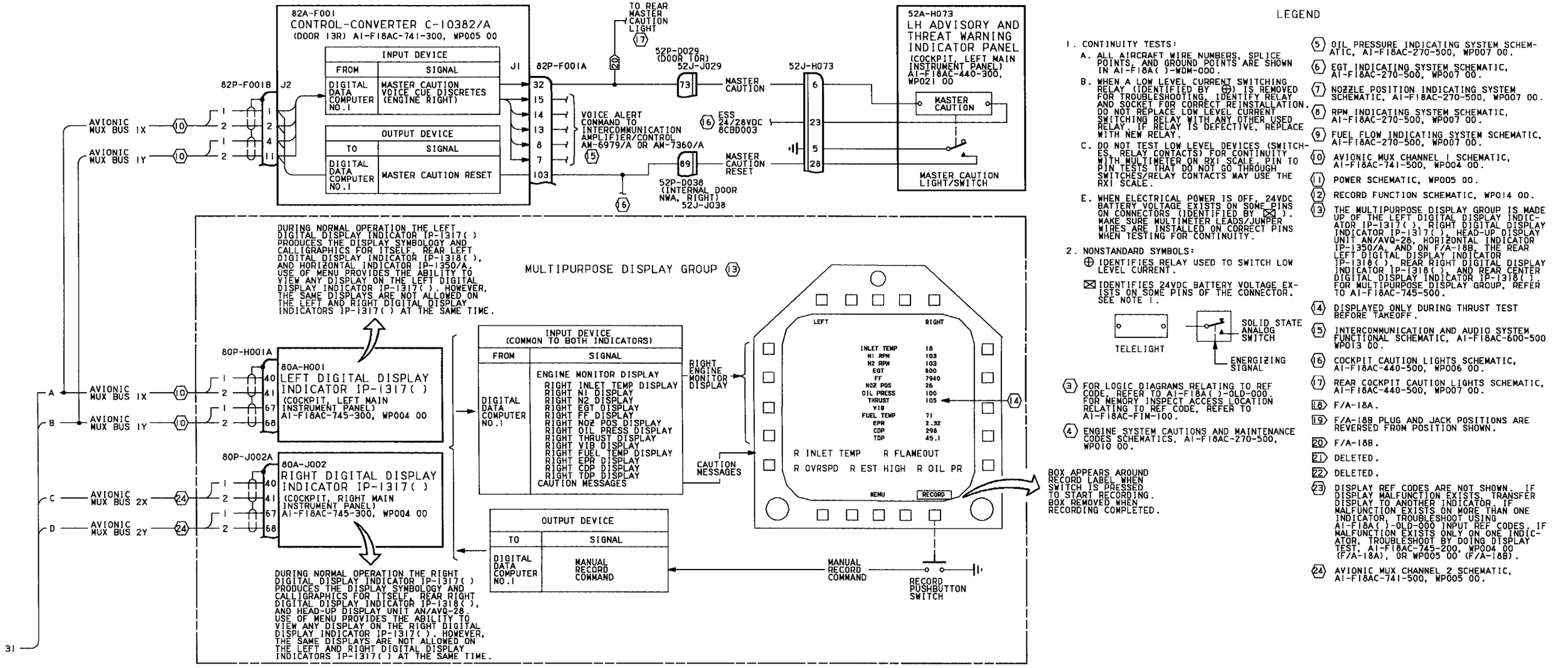


Figure 1.

Figure 1. Right Engine Interface Schematic (Sheet 6)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - RIGHT ENGINE INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 49	-	Addition of Sealed Lead Acid Battery (ECP MDA-F/A-18-00074)	1 Sep 86	ECP coverage only
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

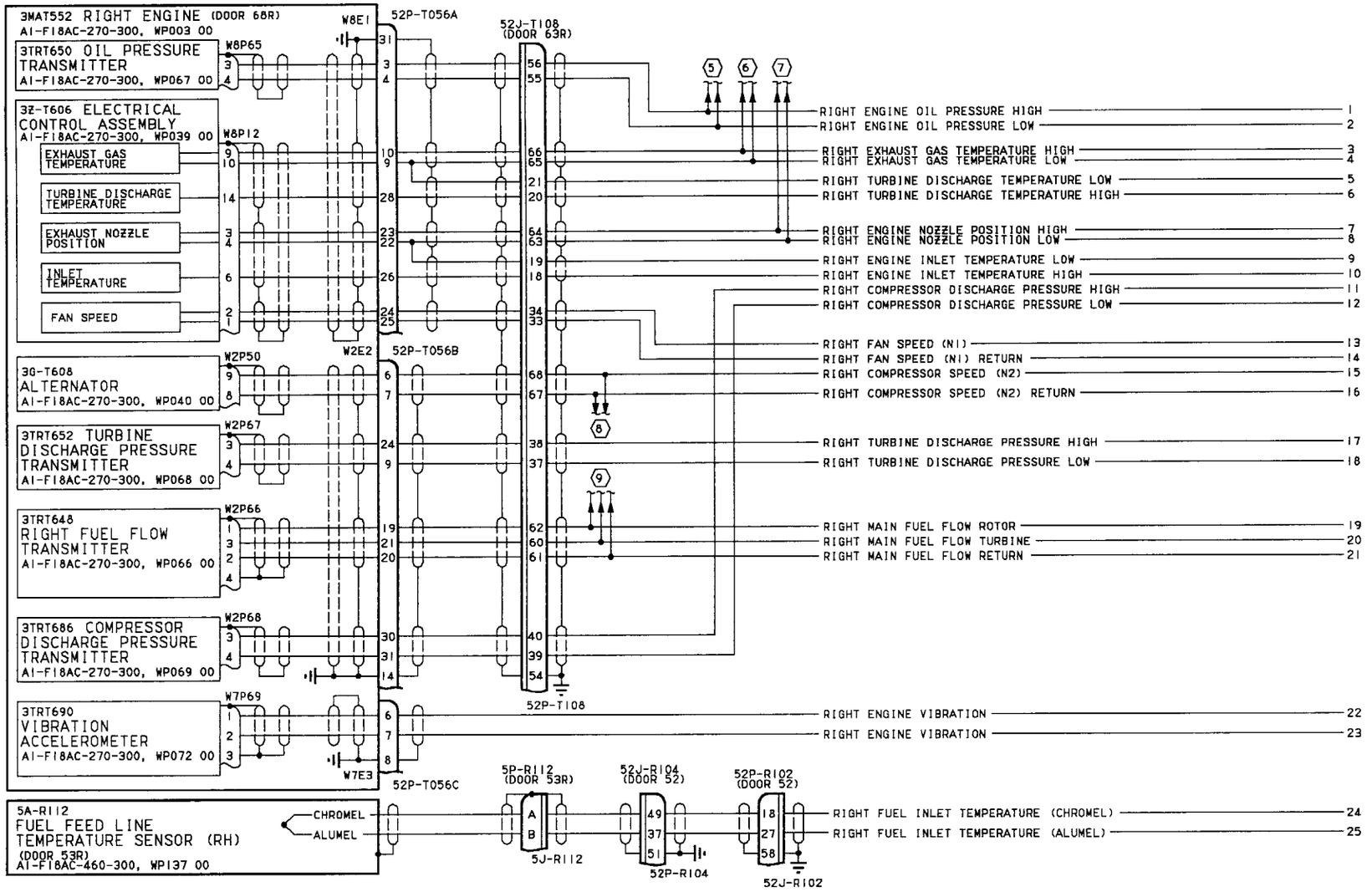


Figure 1. Right Engine Interface Schematic (Sheet 1)

10010101

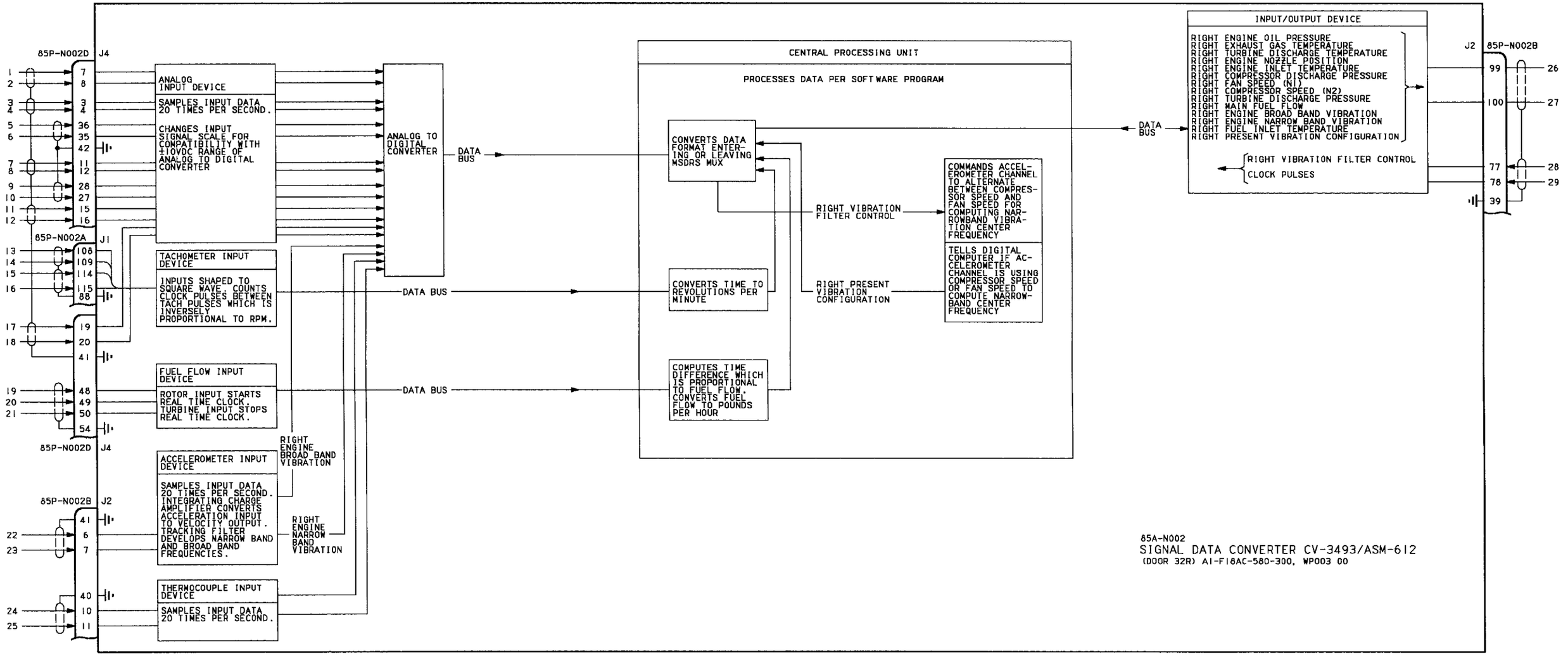


Figure 1. Right Engine Interface Schematic (Sheet 2)

10010102

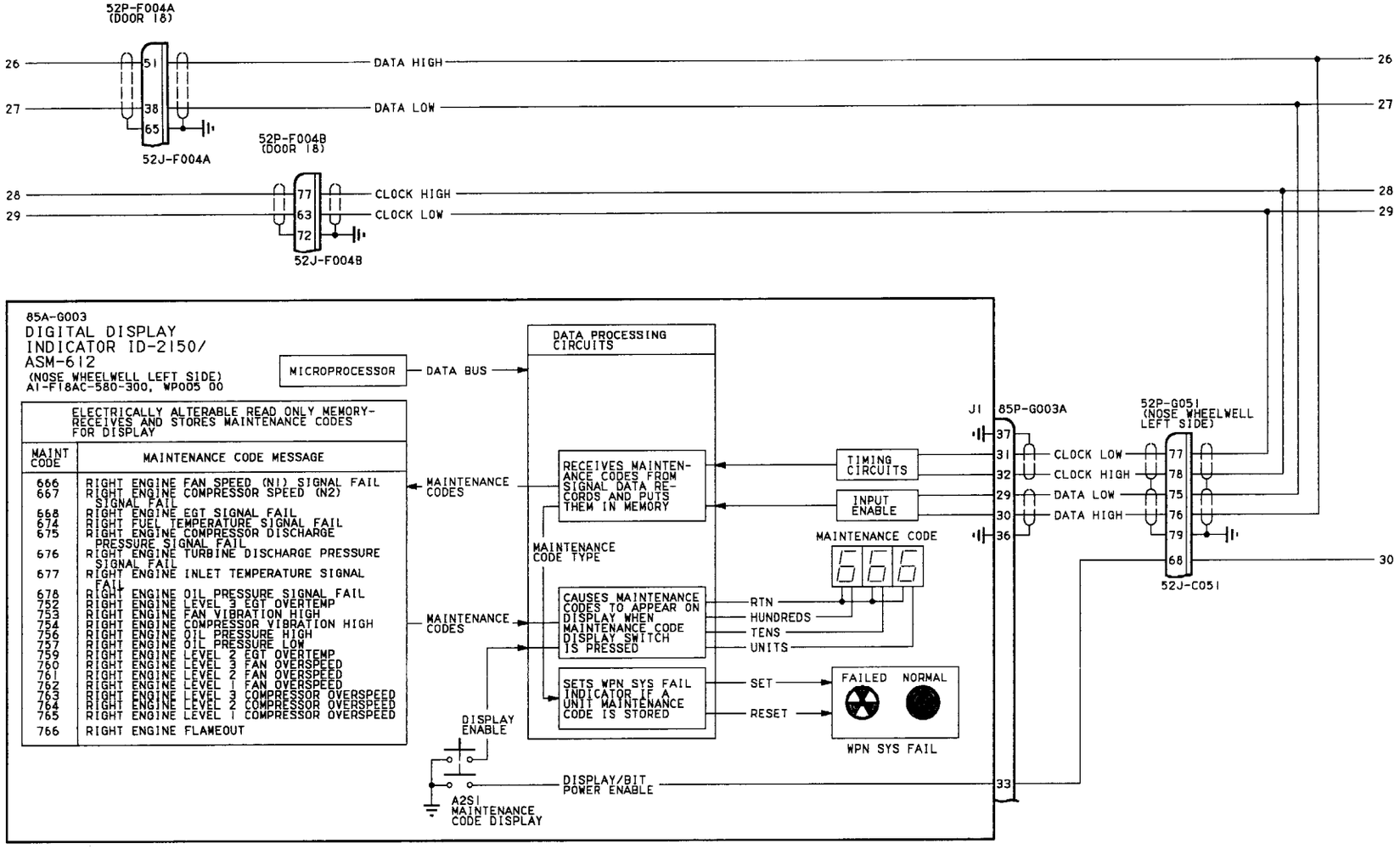


Figure 1.

Figure 1. Right Engine Interface Schematic (Sheet 3)

10010103

Figure 1.

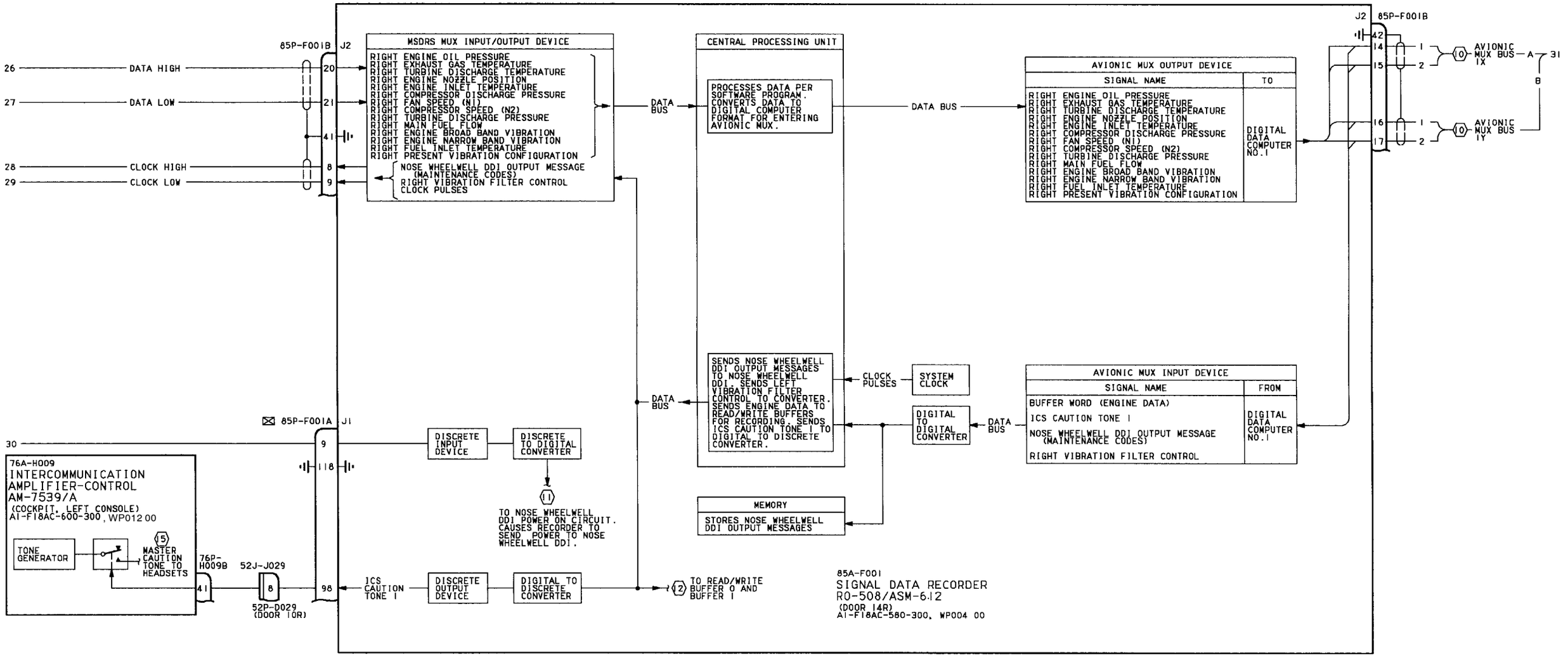


Figure 1. Right Engine Interface Schematic (Sheet 4)

10010104

Figure 1.

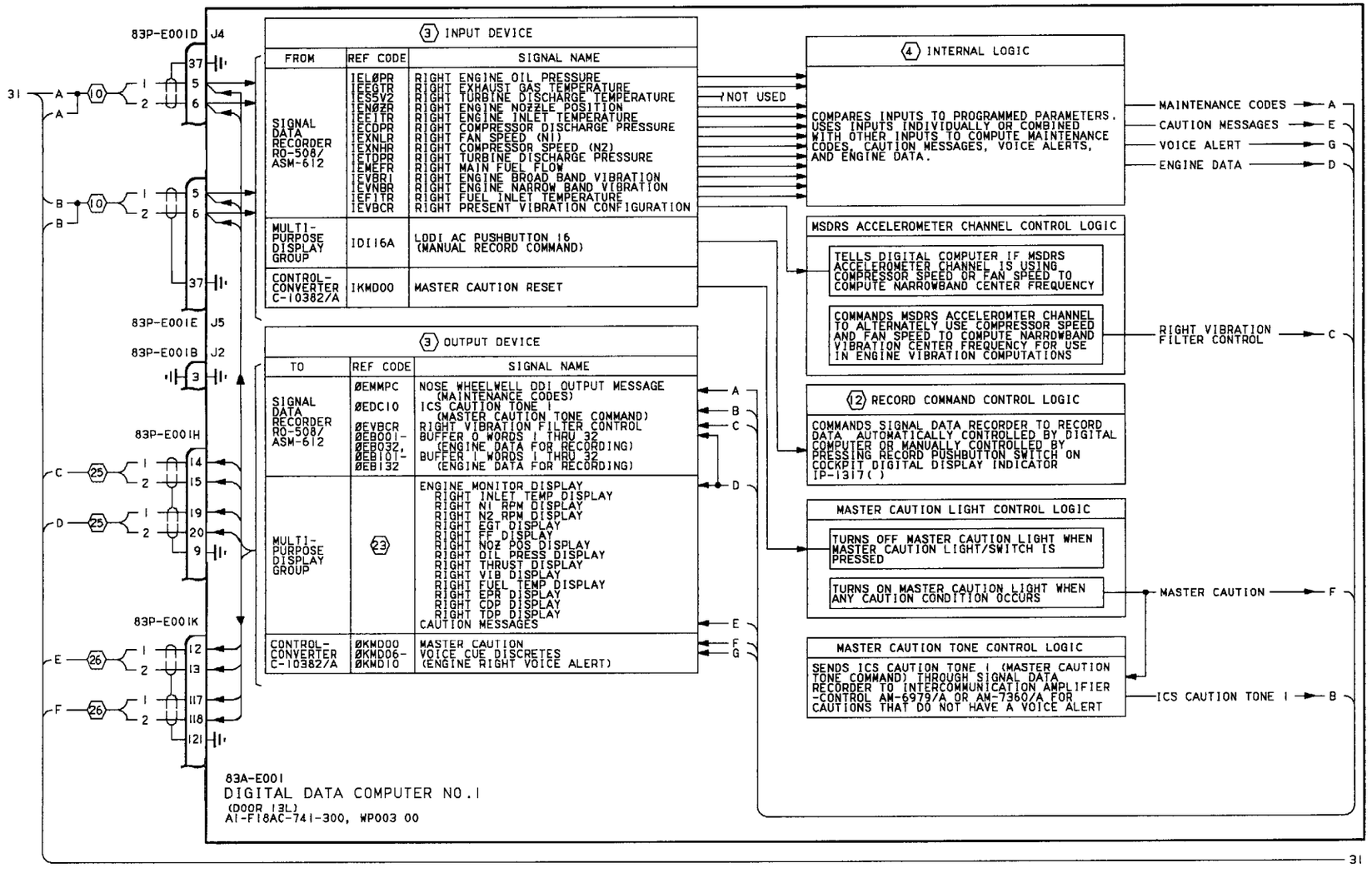
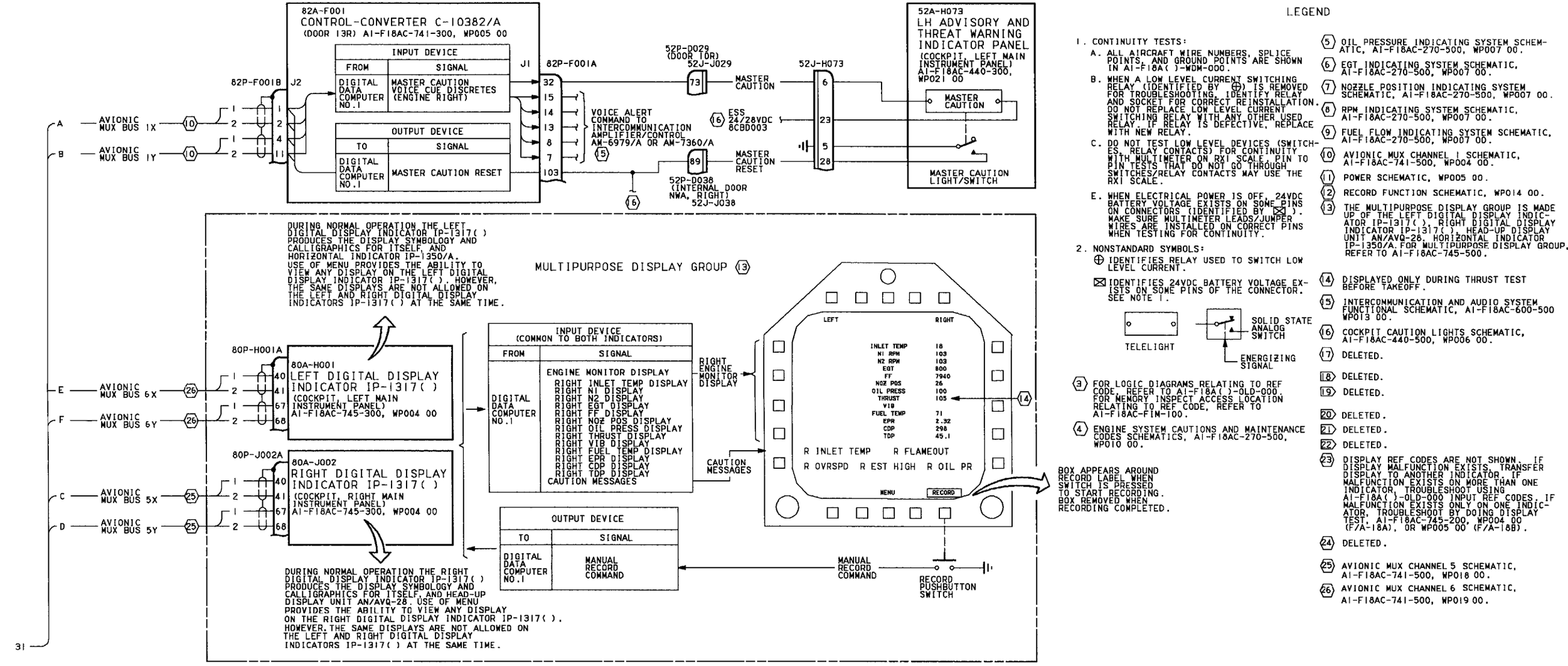


Figure 1. Right Engine Interface Schematic (Sheet 5)



LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN AI-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES, RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

TELELIGHT — SOLID STATE ANALOG SWITCH — ENERGIZING SIGNAL

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO AI-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO AI-F18AC-FIM-100.

(4) ENGINE SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATICS, AI-F18AC-270-500, WP010 00.

(5) OIL PRESSURE INDICATING SYSTEM SCHEMATIC, AI-F18AC-270-500, WP007 00.

(6) EGT INDICATING SYSTEM SCHEMATIC, AI-F18AC-270-500, WP007 00.

(7) NOZZLE POSITION INDICATING SYSTEM SCHEMATIC, AI-F18AC-270-500, WP007 00.

(8) RPM INDICATING SYSTEM SCHEMATIC, AI-F18AC-270-500, WP007 00.

(9) FUEL FLOW INDICATING SYSTEM SCHEMATIC, AI-F18AC-270-500, WP007 00.

(10) AVIONIC MUX CHANNEL 1 SCHEMATIC, AI-F18AC-741-500, WP004 00.

(11) POWER SCHEMATIC, WP005 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO AI-F18AC-745-500.

(14) DISPLAYED ONLY DURING THRUST TEST BEFORE TAKEOFF.

(15) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, AI-F18AC-600-500 WP013 00.

(16) COCKPIT CAUTION LIGHTS SCHEMATIC, AI-F18AC-440-500, WP006 00.

(17) DELETED.

(18) DELETED.

(19) DELETED.

(20) DELETED.

(21) DELETED.

(22) DELETED.

(23) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING AI-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, AI-F18AC-745-200, WP004 00 (F/A-18A), OR WP005 00 (F/A-18B).

(24) DELETED.

(25) AVIONIC MUX CHANNEL 5 SCHEMATIC, AI-F18AC-741-500, WP018 00.

(26) AVIONIC MUX CHANNEL 6 SCHEMATIC, AI-F18AC-741-500, WP019 00.

10010106

Figure 1.

Figure 1. Right Engine Interface Schematic (Sheet 6)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FUEL SYSTEM INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292, AND F/A-18B

This WP supersedes WP011 00, dated 15 August 1992.

Reference Material

None

Alphabetical Index

Subject **Page No.**

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 IAFC 056	27 Mar 85	Fuel System Components Replacement and System Inspection (ECP MDA-F/A-18-00158R1 and ECP MDA-F/A-18-100160)	15 Oct 83	
F/A-18 AFC 48	28 Feb 90	Automatic AC Bus Isolation, Incorporation of (ECP-MDA-F/A-18-00121R1)	1 Sep 86	
F/A-18 AFC	31 Dec 90	Motive Flow Fuel Boost Pump Pressure Switch Installation of (ECP MDA-F/A-18-00158R2)	15 Oct 87	

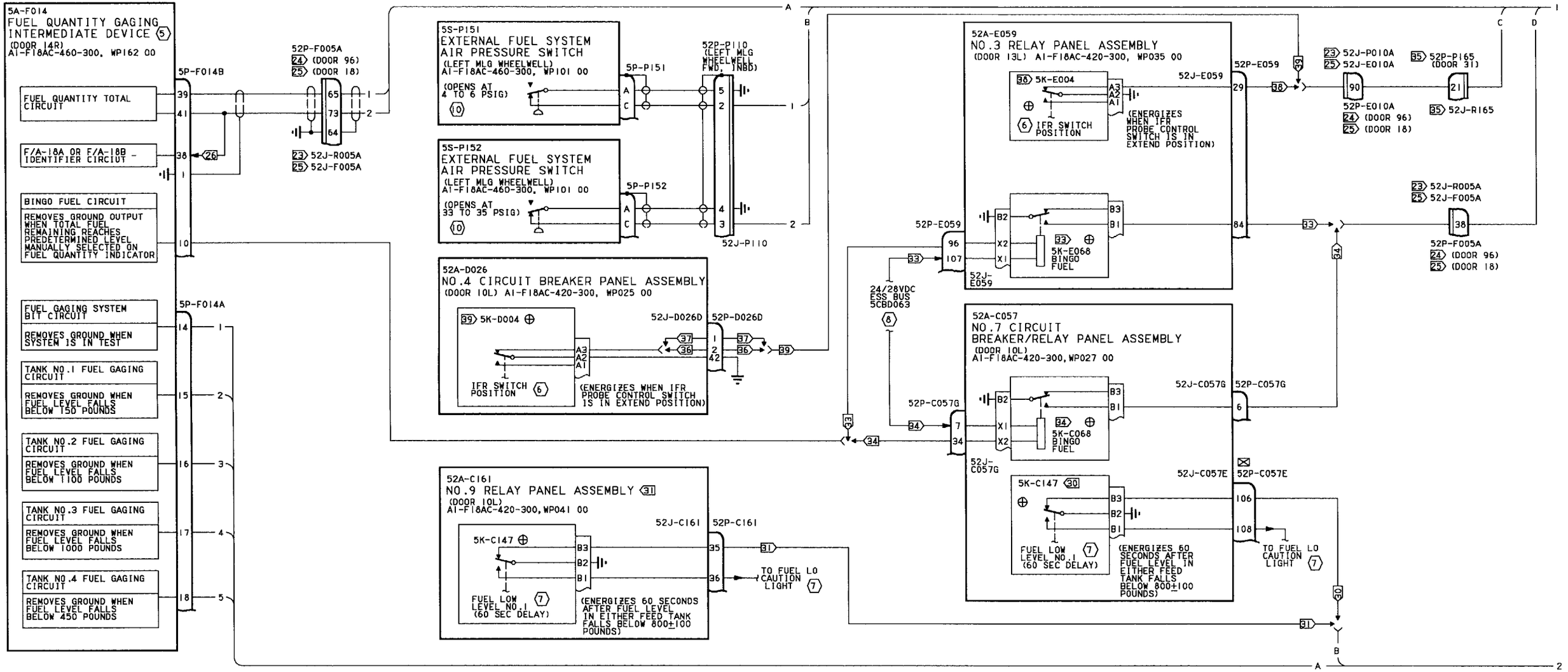
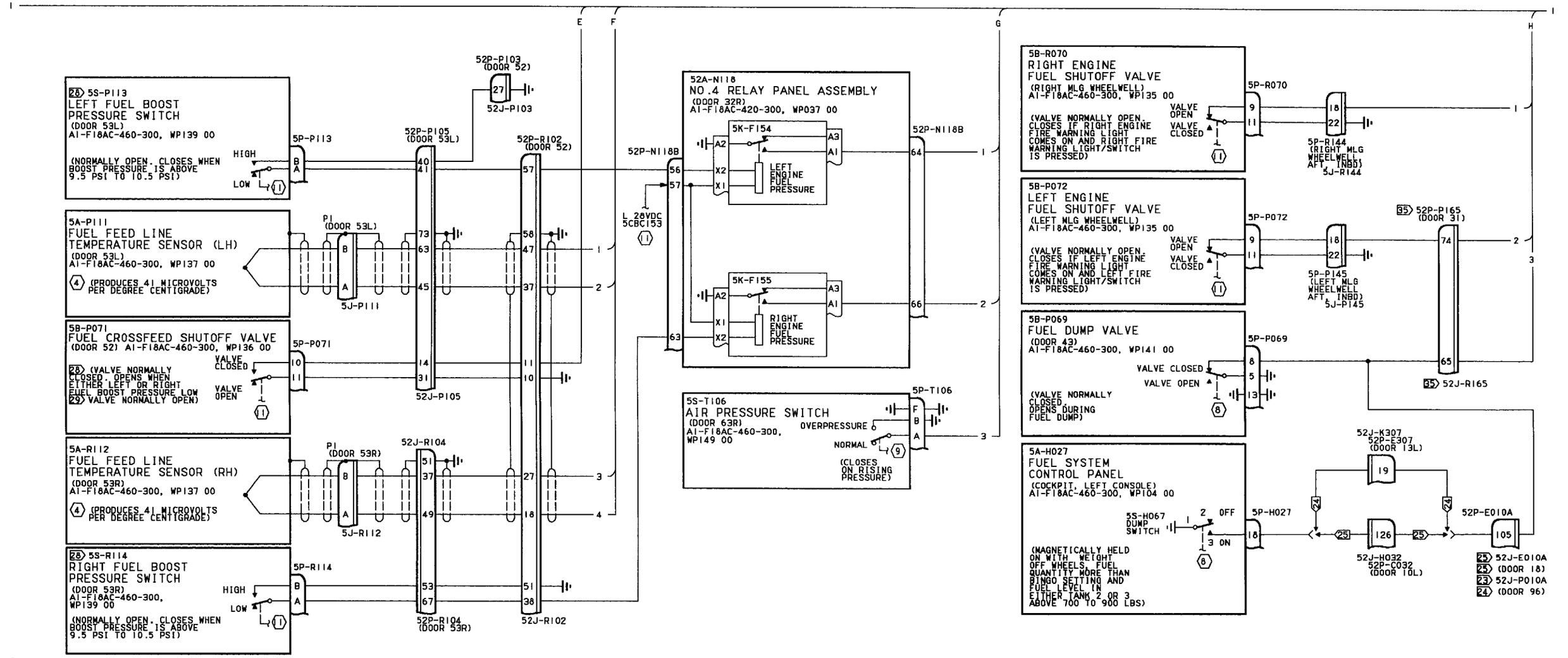


Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 1)

01100101

Figure 1.



01100102

Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 2)

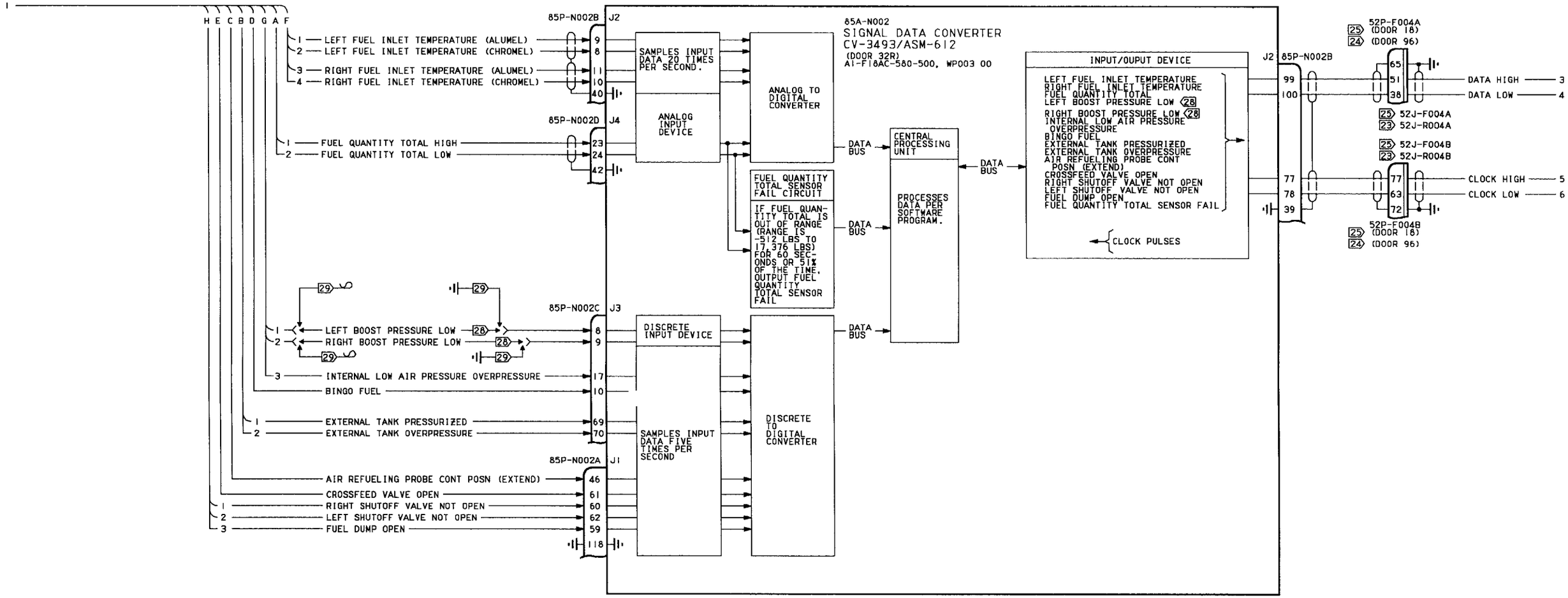


Figure 1. Fuel System Interface Schematic (Sheet 3)

01100103

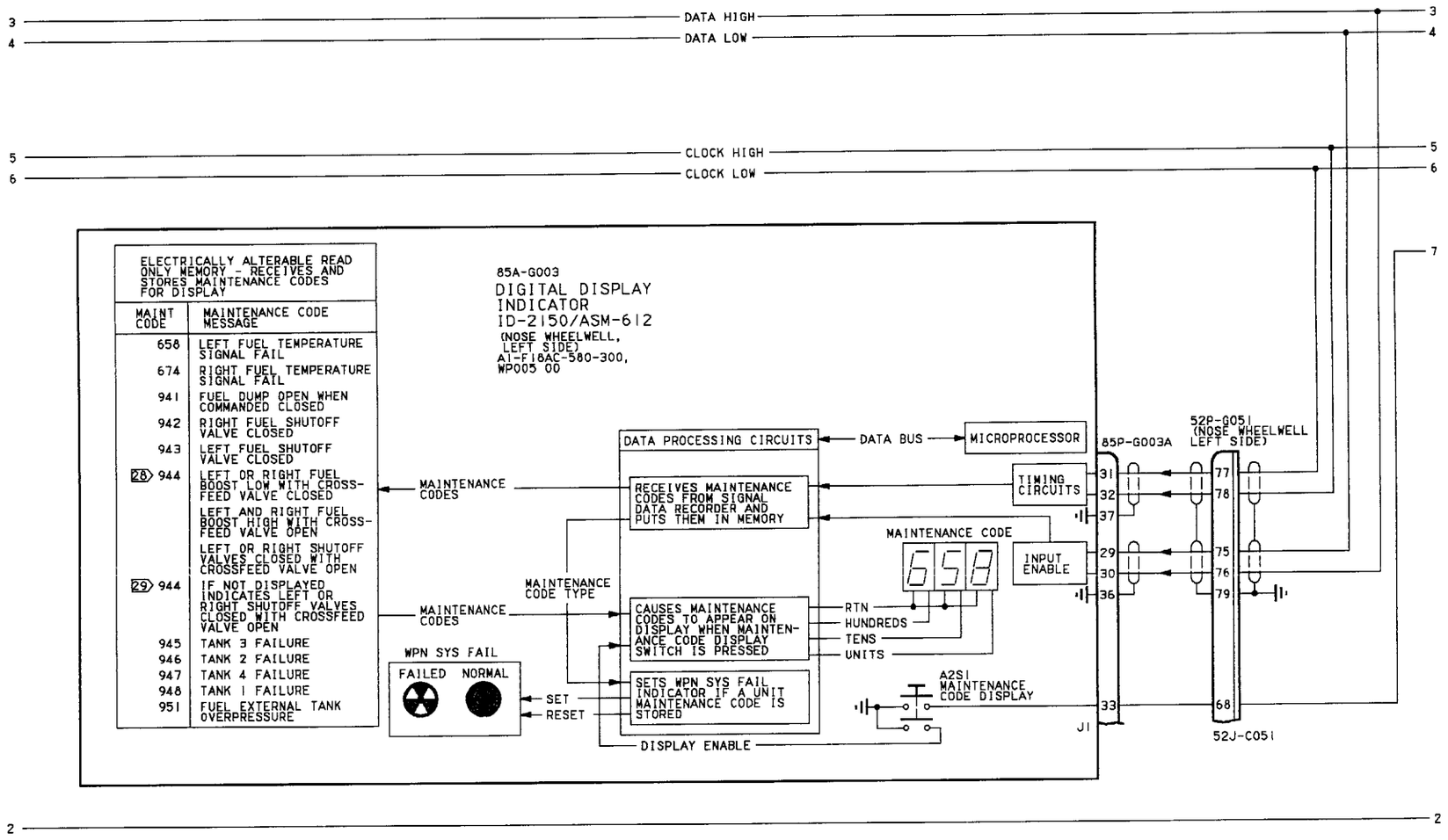


Figure 1. Fuel System Interface Schematic (Sheet 4)

01100104

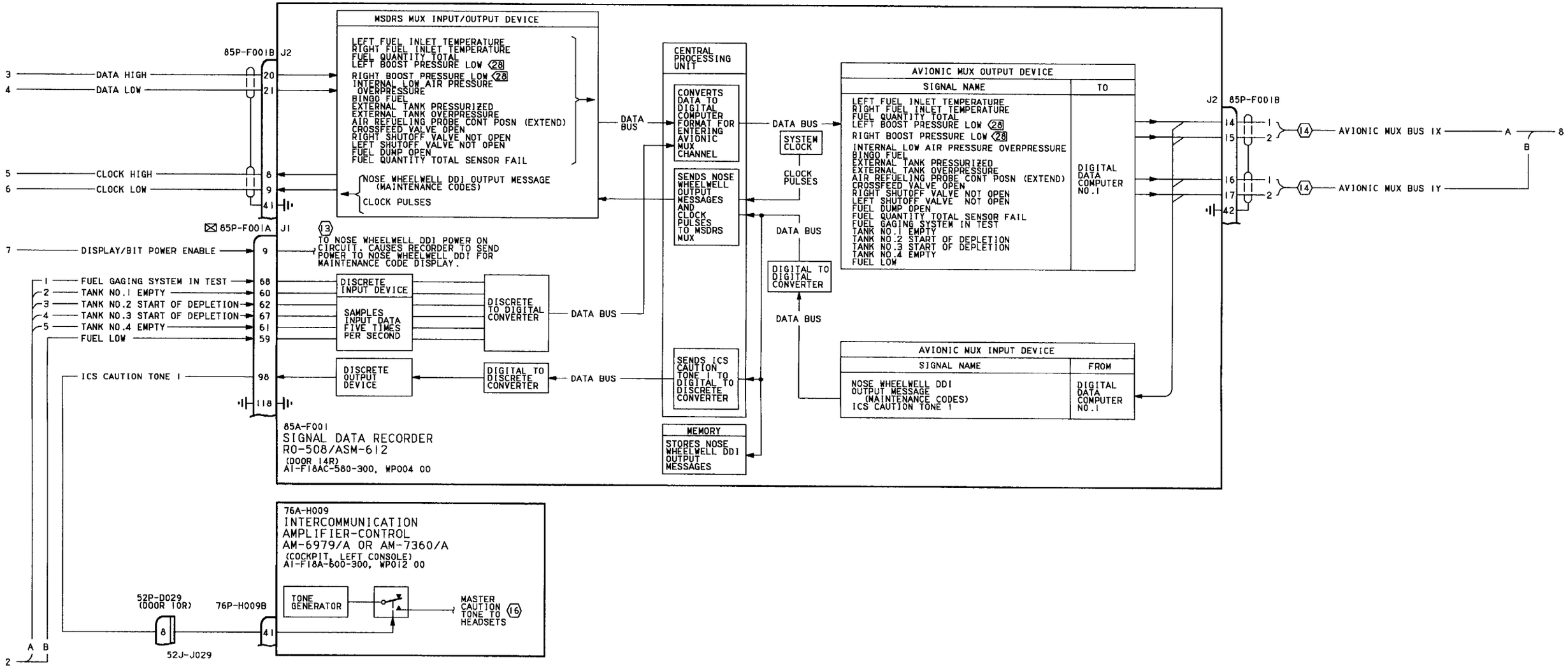


Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 5)

01100105
Figure 1.

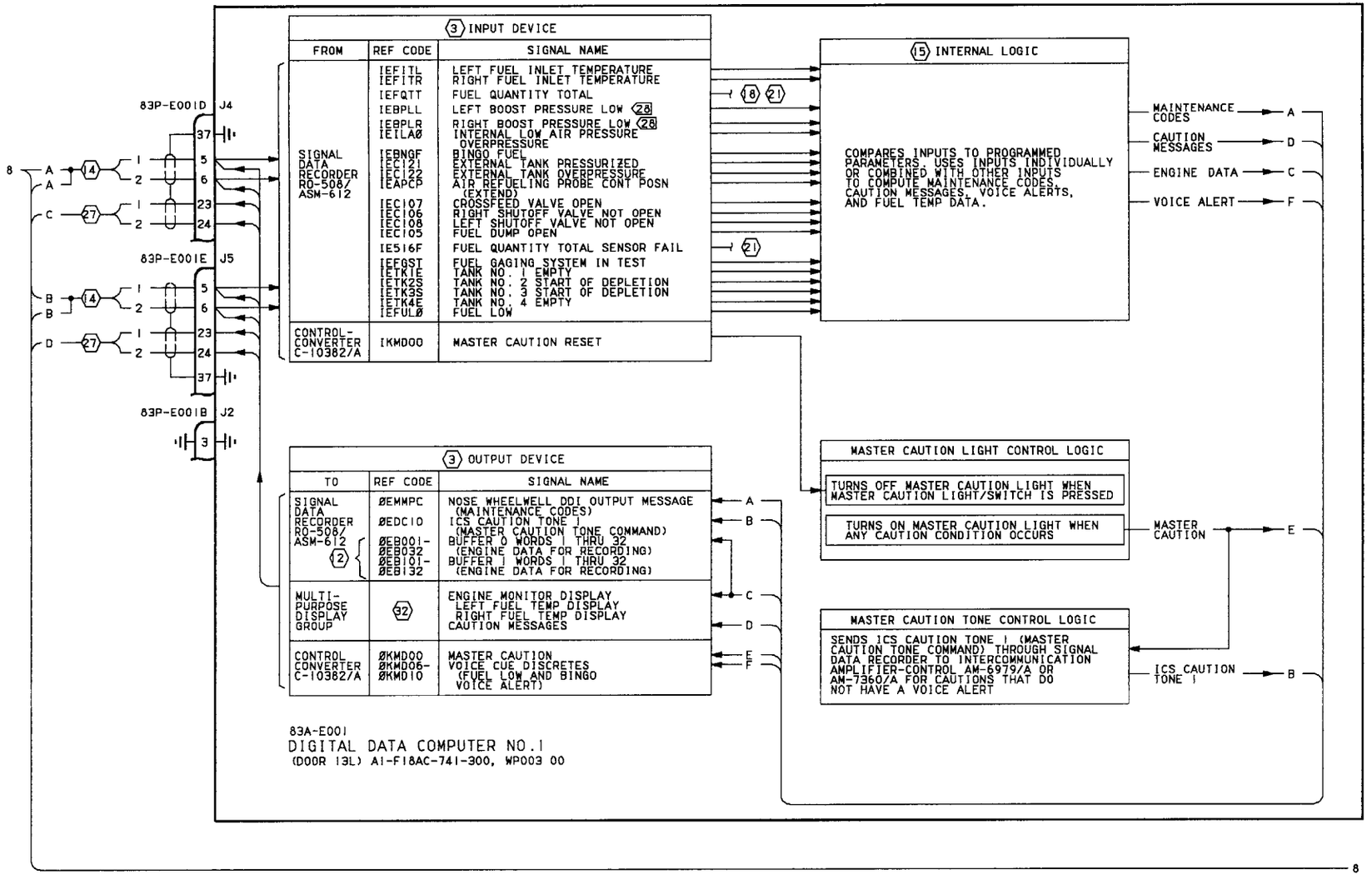


Figure 1. Fuel System Interface Schematic (Sheet 6)

01100106

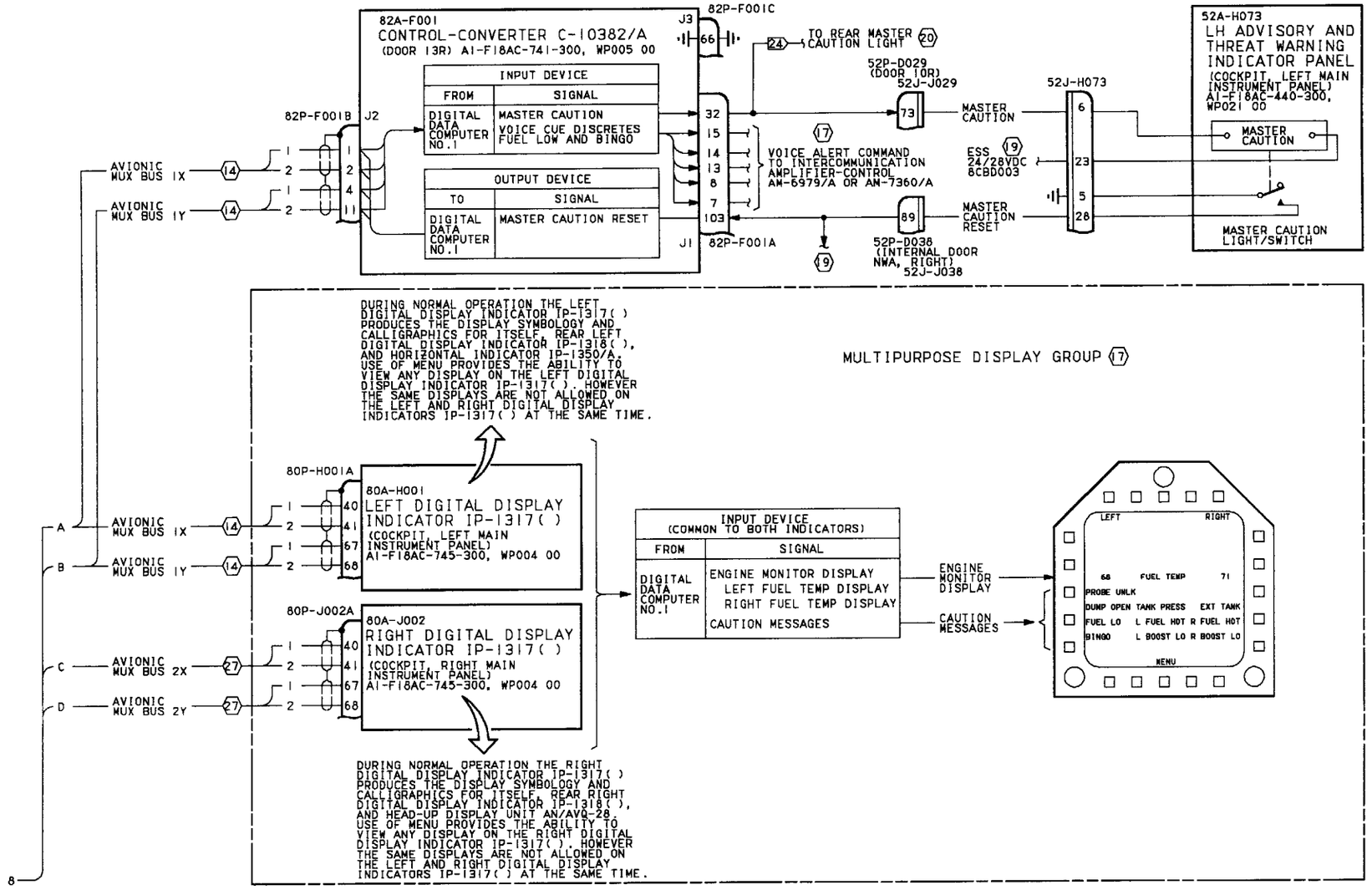


Figure 1.

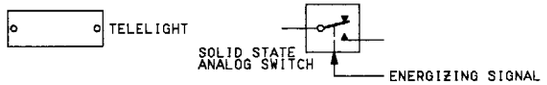
Figure 1. Fuel System Interface Schematic (Sheet 7)

01100107
Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) HOT FUEL RECIRCULATION SYSTEM SCHEMATIC, A1-F18AC-460-500, WP010 00.

(5) INTERNAL FUEL TRANSFER SYSTEM SCHEMATIC, A1-F18AC-460-500, WP007 00.

(6) INFLIGHT REFUELING SYSTEM SCHEMATIC, A1-F18AC-460-500, WP005 00.

(7) FUEL QUANTITY LOW LEVEL WARNING SYSTEM SCHEMATIC, A1-F18AC-460-500, WP013 00.

(8) FUEL DUMP SYSTEM SCHEMATIC, A1-F18AC-460-500, WP009 00.

(9) FUEL PRESSURIZATION AND VENT SYSTEM SCHEMATIC, A1-F18AC-460-500, WP011 00.

(10) EXTERNAL FUEL SYSTEM SCHEMATIC, A1-F18AC-460-500, WP006 00.

(11) ENGINE FUEL SUPPLY SYSTEM SCHEMATIC, A1-F18AC-460-500, WP008 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) POWER SCHEMATIC, WP005 00.

(14) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(15) AVOINIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(16) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1318( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) FATIGUE STRAIN DATA SCHEMATIC, WP013 00.

(19) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(20) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(21) DATA LINK SYSTEM VECTOR MODE 2-WAY OPERATION FUNCTIONAL SCHEMATIC, A1-F18AC-630-5107(C), WP012 04.

(22) DELETED.

(23) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(24) F/A-18B.

(25) F/A-18A.

(26) F/A-18A 161520 AND UP.

(27) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(28) 163119 AND UP; ALSO 161353 THRU 161924 BEFORE F18 IAFC 056, OR 161353 THRU 163118 AFTER F18 AFC 70.

(29) 161353 THRU 161924 AFTER F18 IAFC 056, OR 161353 THRU 163118 BEFORE F18 AFC 70.

(30) 161353 THRU 161987 BEFORE F18 AFC 48.

(31) 162394 AND UP, ALSO 161353 THRU 161987 AFTER F18 AFC 48.

(32) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(33) 161353 THRU 161761.

(34) 161924 AND UP.

(35) 162445 AND UP.

(36) F/A-18A 163092 AND UP.

(37) F/A-18B 163104 AND UP.

(38) 161353 THRU 162909.

(39) 163092 AND UP.

Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 8)

01100108

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FUEL SYSTEM INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

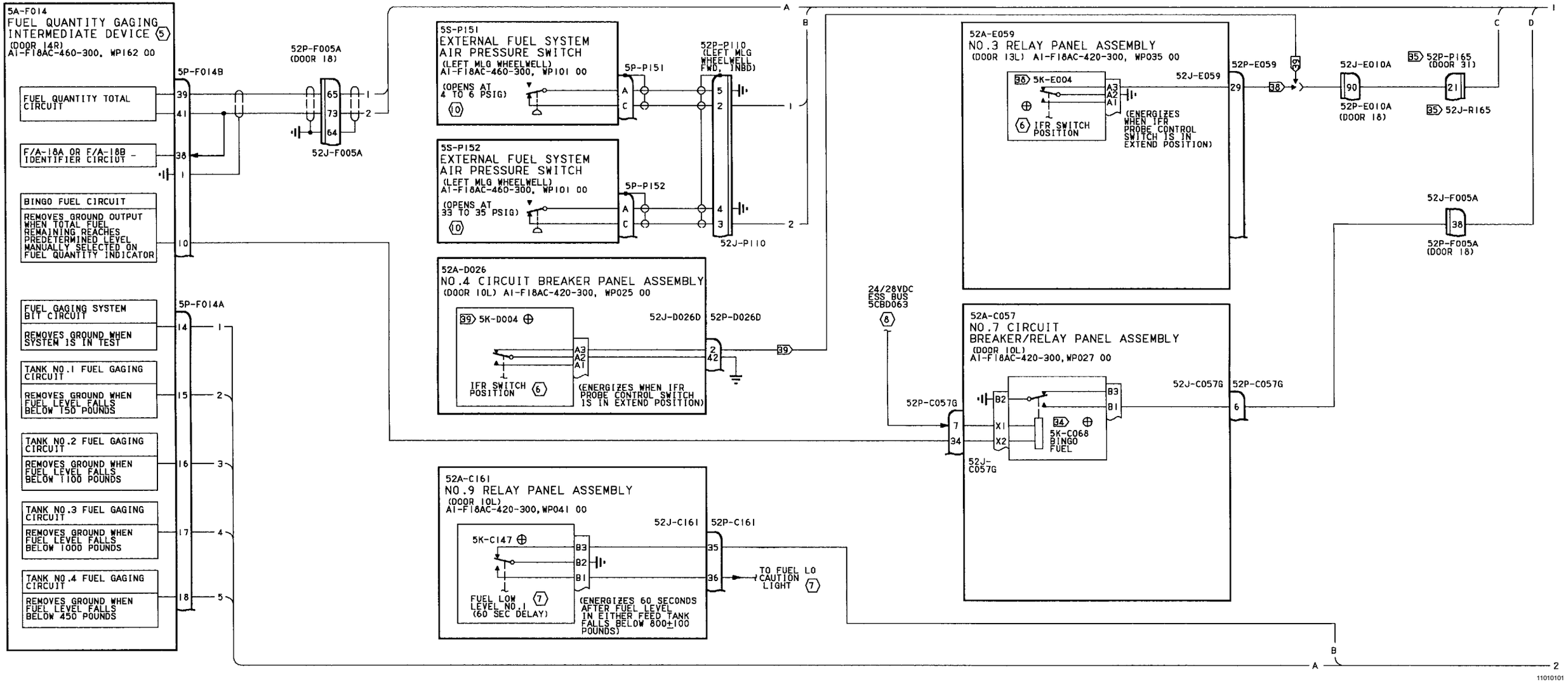
Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 IAFC 056	27 Mar 85	Fuel System Components Replacement and System Inspection (ECP MDA-F/A-18-00158R1 and ECP MDA-F/A-18-100160)	15 Oct 83	
F/A-18 AFC 48	28 Feb 90	Automatic AC Bus Isolation, Incorporation of (ECP-MDA-F/A-18-00121R1)	1 Sep 86	
F/A-18 AFC	31 Dec 90	Motive Flow Fuel Boost Pump Pressure Switch Installation of (ECP MDA-F/A-18-00158R2)	15 Oct 87	
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

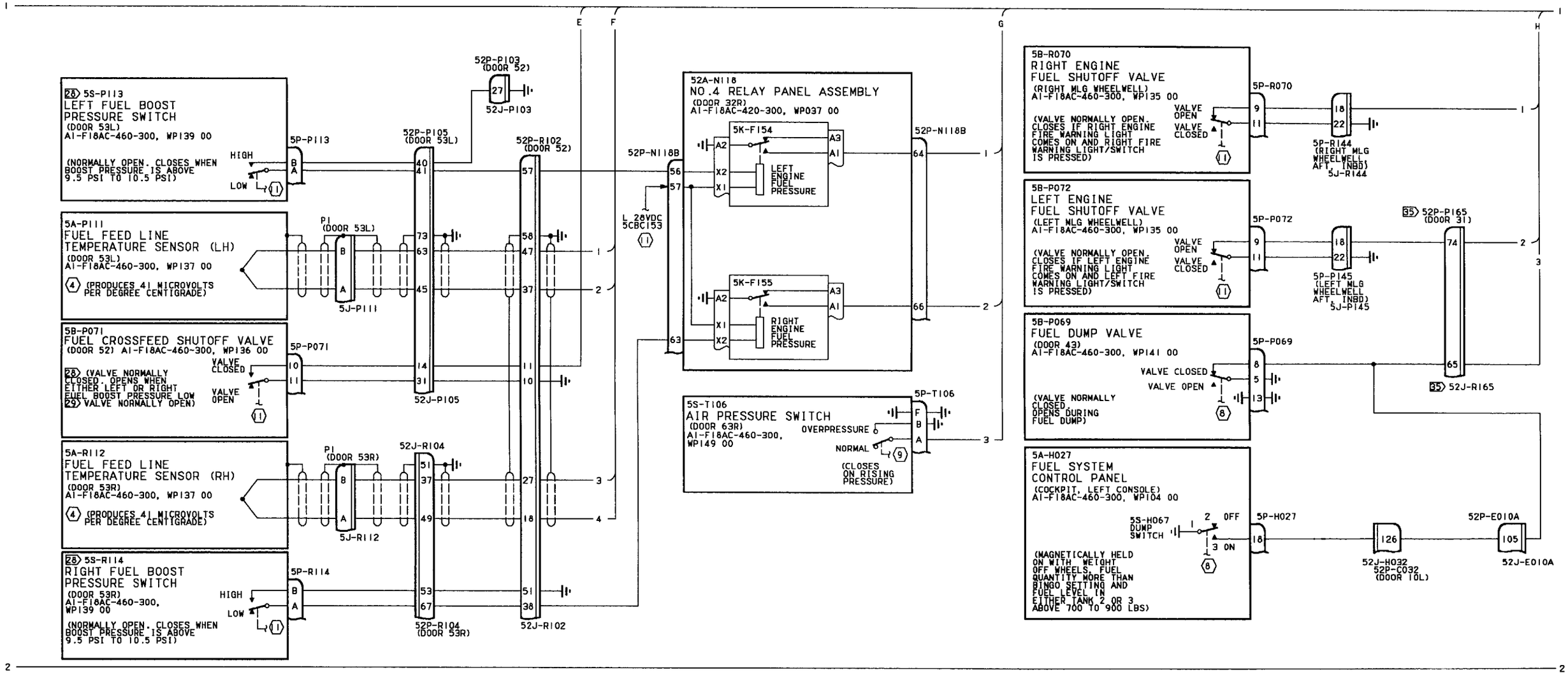


11010101

Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 1)

Figure 1.



11010102

Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 2)

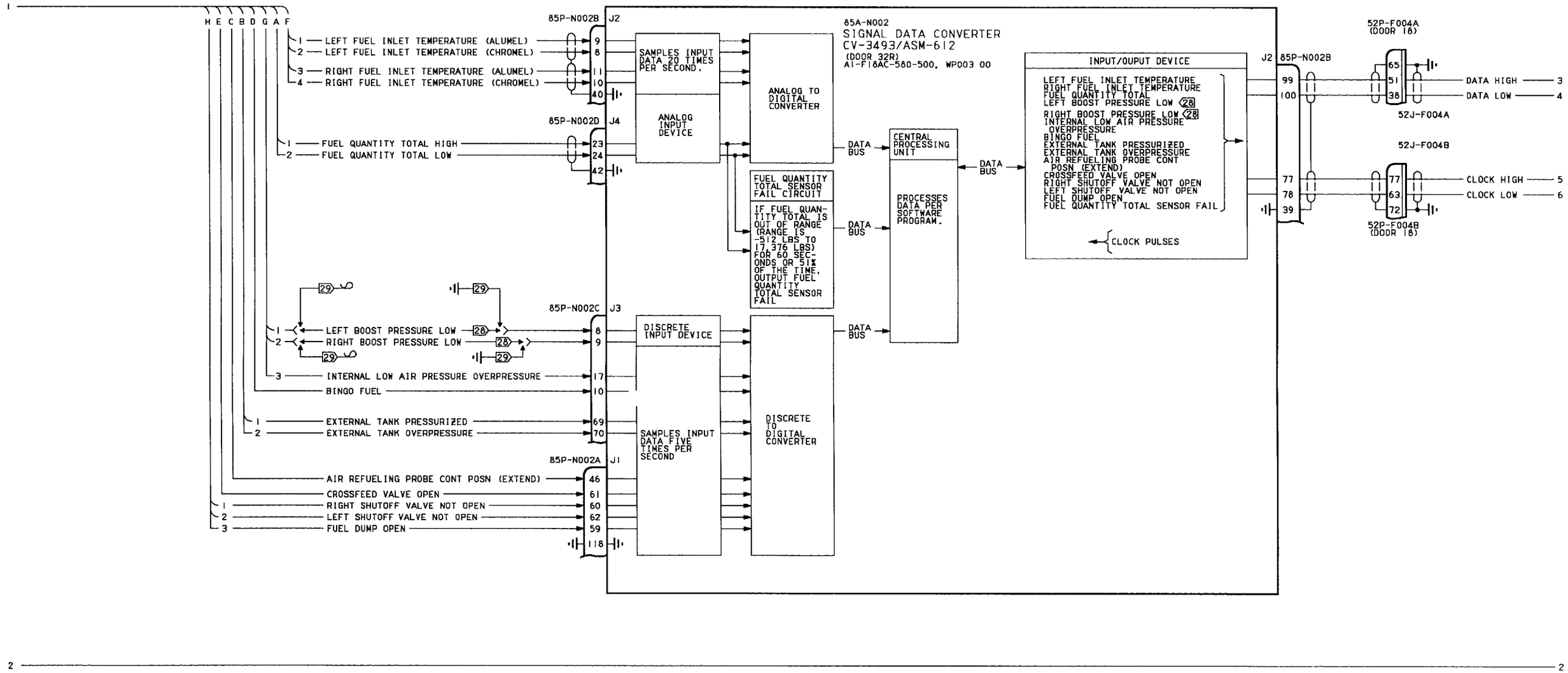


Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 3)

11010103

Figure 1.

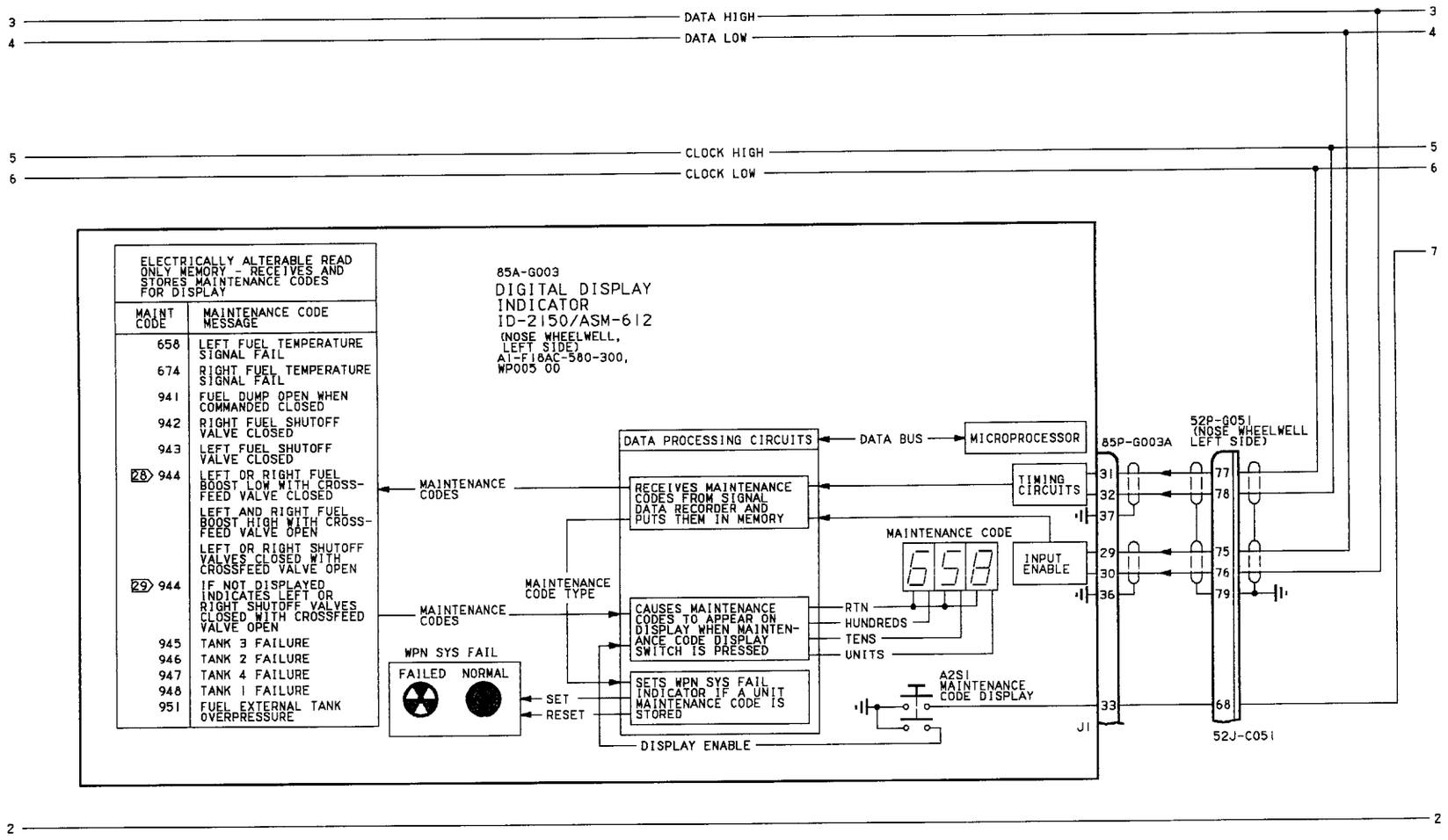


Figure 1. Fuel System Interface Schematic (Sheet 4)

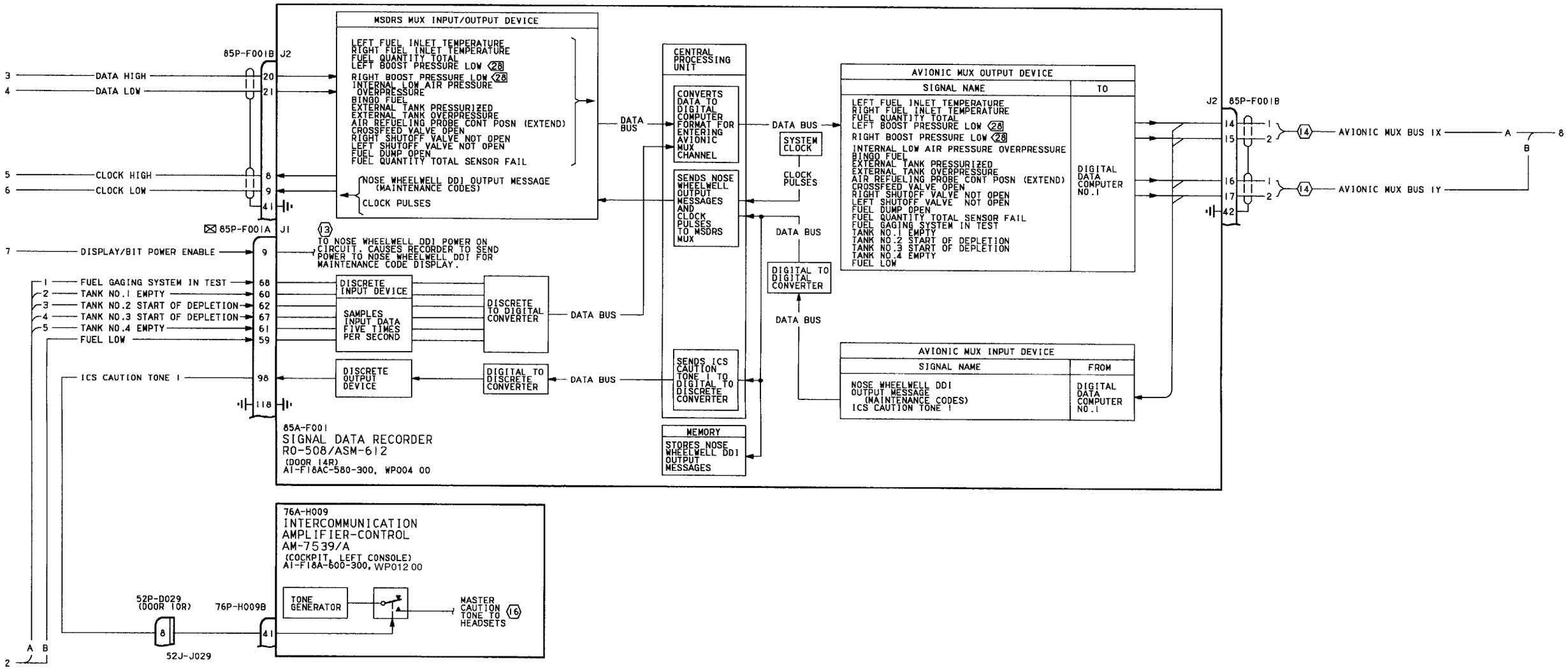


Figure 1.

Figure 1. Fuel System Interface Schematic (Sheet 5)

11010105

Figure 1.

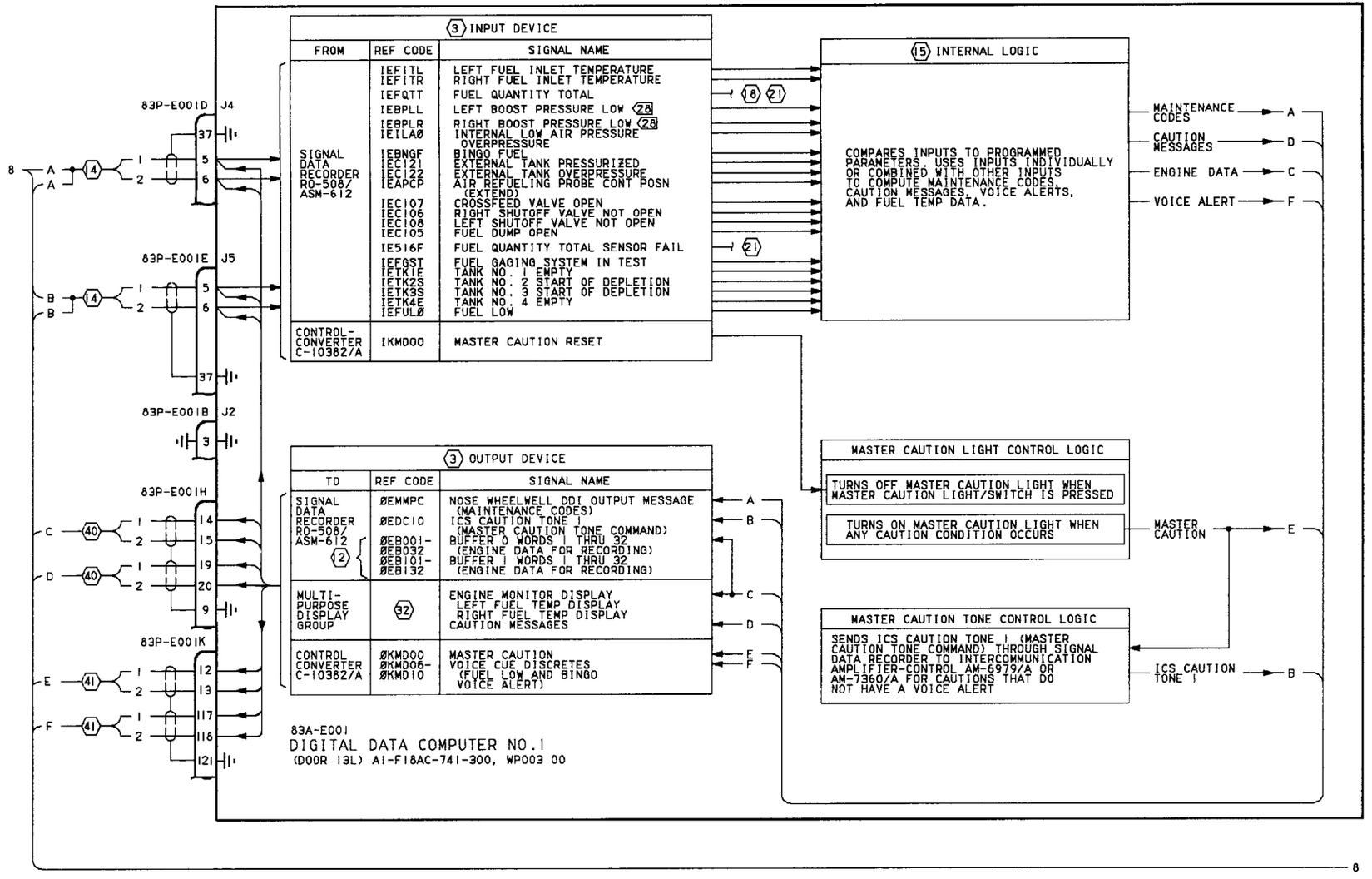


Figure 1. Fuel System Interface Schematic (Sheet 6)

11010106

Figure 1.

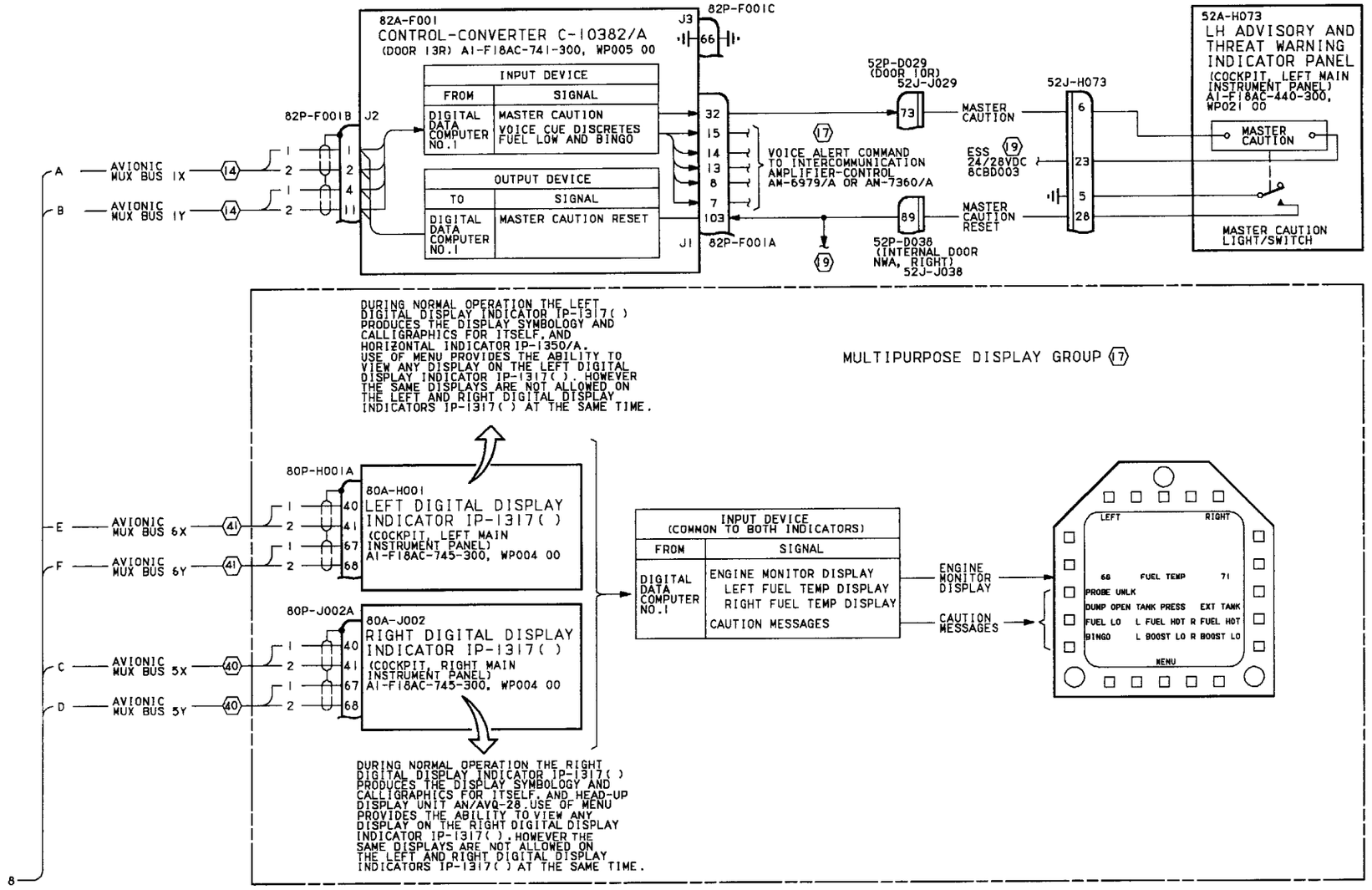


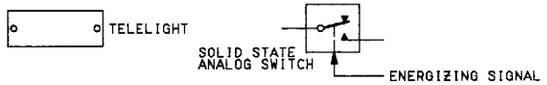
Figure 1. Fuel System Interface Schematic (Sheet 7)

11010107

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) HOT FUEL RECIRCULATION SYSTEM SCHEMATIC, A1-F18AC-460-500, WP010 00.

(5) INTERNAL FUEL TRANSFER SYSTEM SCHEMATIC, A1-F18AC-460-500, WP007 00.

(6) INFLIGHT REFUELING SYSTEM SCHEMATIC, A1-F18AC-460-500, WP005 00.

(7) FUEL QUANTITY LOW LEVEL WARNING SYSTEM SCHEMATIC, A1-F18AC-460-500, WP013 00.

(8) FUEL DUMP SYSTEM SCHEMATIC, A1-F18AC-460-500, WP009 00.

(9) FUEL PRESSURIZATION AND VENT SYSTEM SCHEMATIC, A1-F18AC-460-500, WP011 00.

(10) EXTERNAL FUEL SYSTEM SCHEMATIC, A1-F18AC-460-500, WP006 00.

(11) ENGINE FUEL SUPPLY SYSTEM SCHEMATIC, A1-F18AC-460-500, WP008 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) POWER SCHEMATIC, WP005 00.

(14) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(15) AVOINIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(16) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) FATIGUE STRAIN DATA SCHEMATIC, WP013 00.

(19) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(20) DELETED.

(21) DATA LINK SYSTEM VECTOR MODE 2-WAY OPERATION FUNCTIONAL SCHEMATIC, A1-F18AC-630-5107(C), WP012 04.

(22) DELETED.

(23) DELETED.

(24) DELETED.

(25) DELETED.

(26) DELETED.

(27) DELETED.

(28) 163119 AND UP; ALSO 161353 THRU 161924 BEFORE F18 IAFC 056, OR 161353 THRU 163118 AFTER F18 AFC 70.

(29) 161353 THRU 161924 AFTER F18 IAFC 056, OR 161353 THRU 163118 BEFORE F18 AFC 70.

(30) DELETED.

(31) DELETED.

(32) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A).

(33) DELETED.

(34) DELETED.

(35) 162445 AND UP.

(36) DELETED.

(37) DELETED.

(38) 161353 THRU 162909.

(39) 163092 AND UP.

(40) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(41) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

Figure 1. Fuel System Interface Schematic (Sheet 8)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - BUILT-IN TEST

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR AFC 292, AND F/A-18B

This WP supersedes WP012 00, dated 1 October 1988.

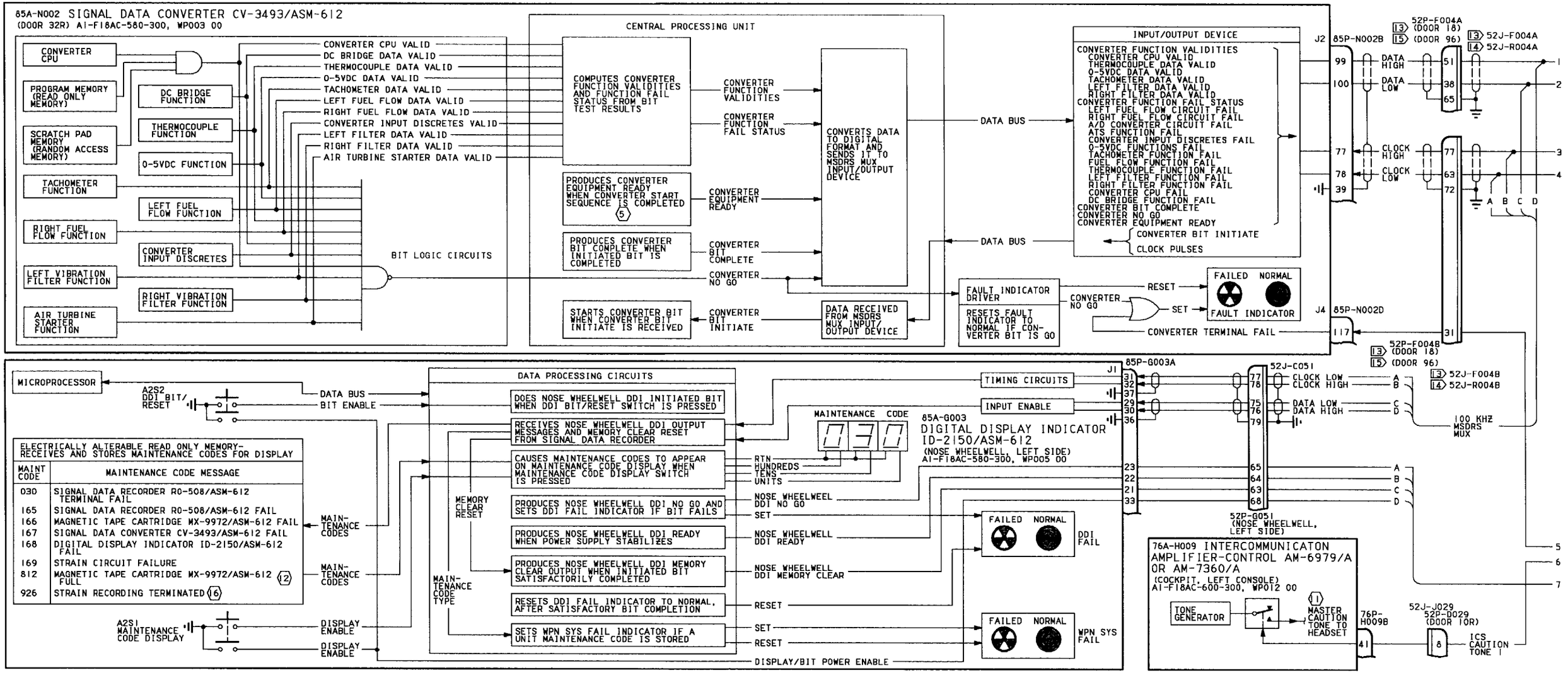
Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None



01200101

Figure 1.

Figure 1. Built-In Test Schematic (Sheet 1)

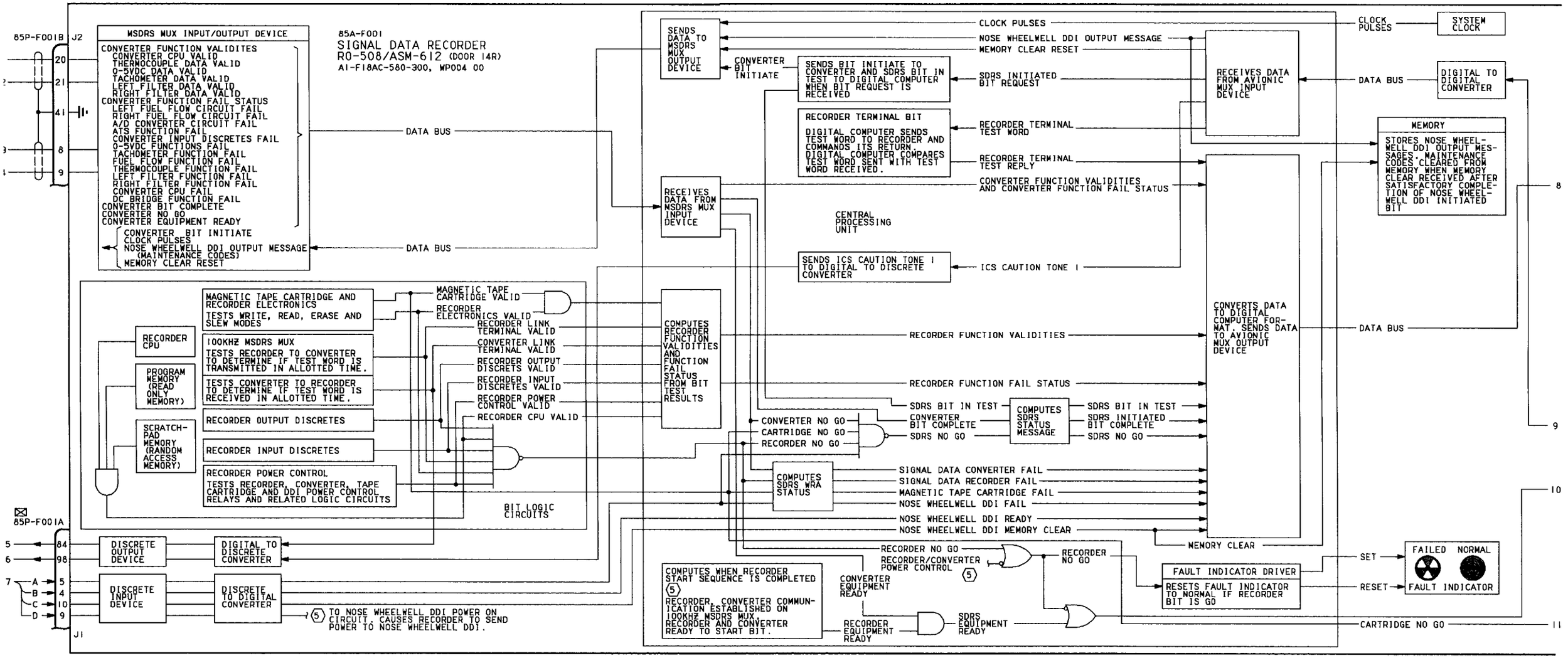


Figure 1.

Figure 1. Built-In Test Schematic (Sheet 2)

01200102

Figure 1.

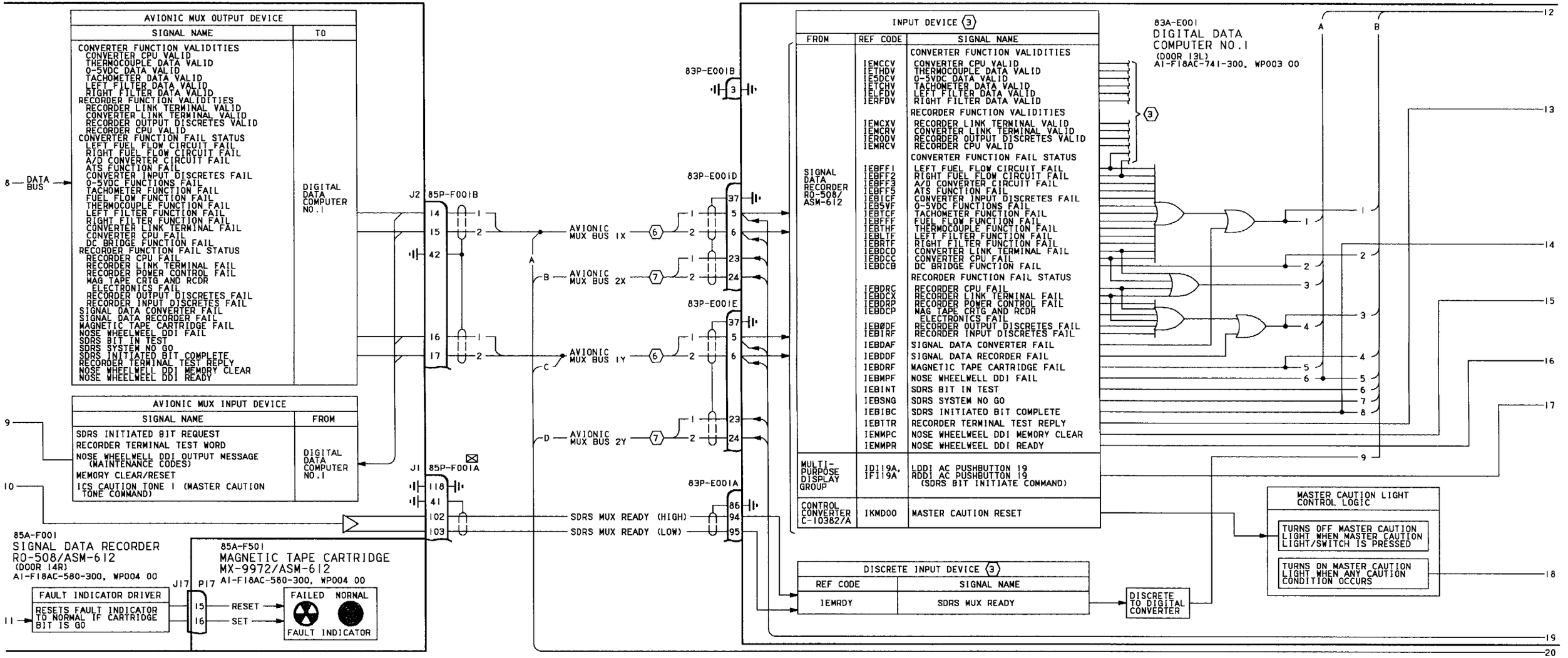


Figure 1.

Figure 1. Built-In Test Schematic (Sheet 3)

01200103

Figure 1.

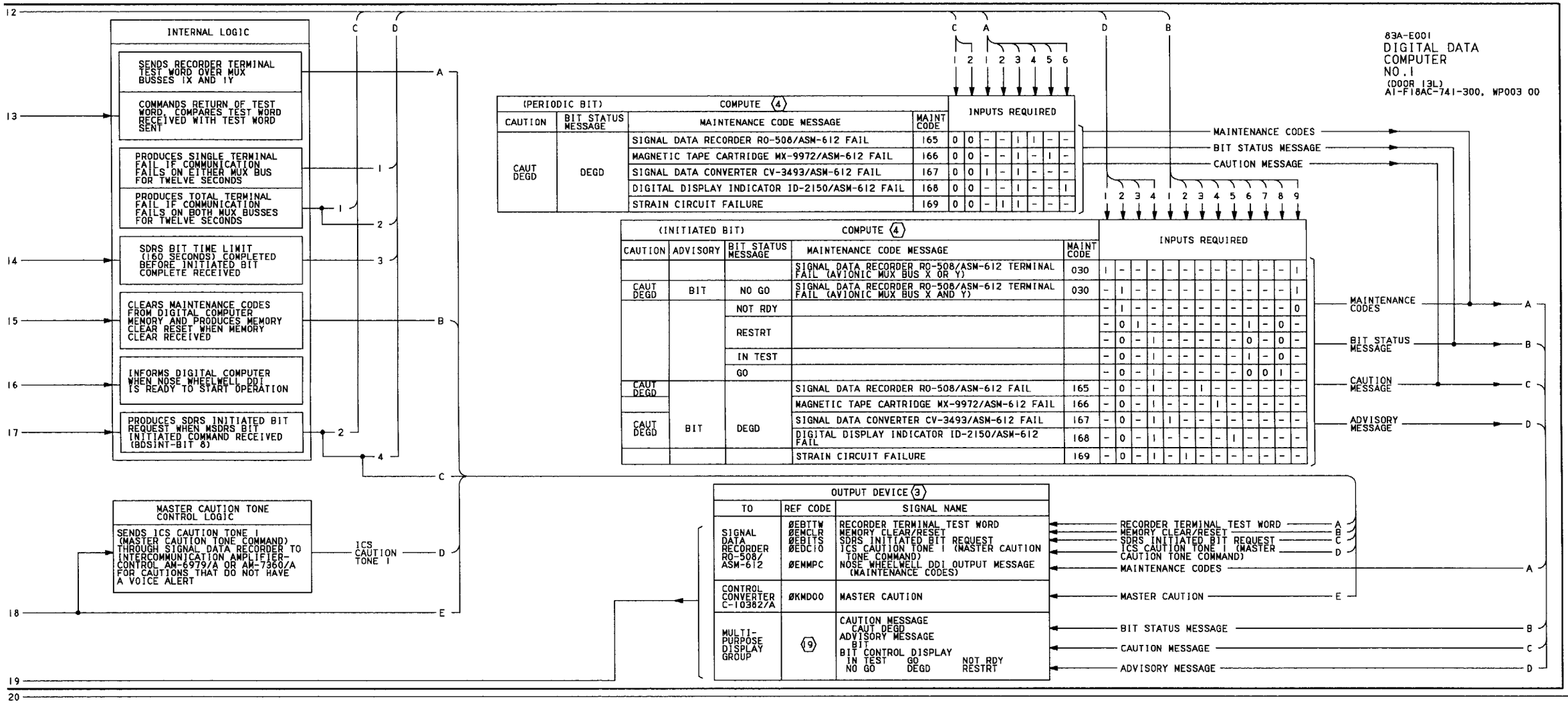


Figure 1.

Figure 1. Built-In Test Schematic (Sheet 4)

01200104

Figure 1.

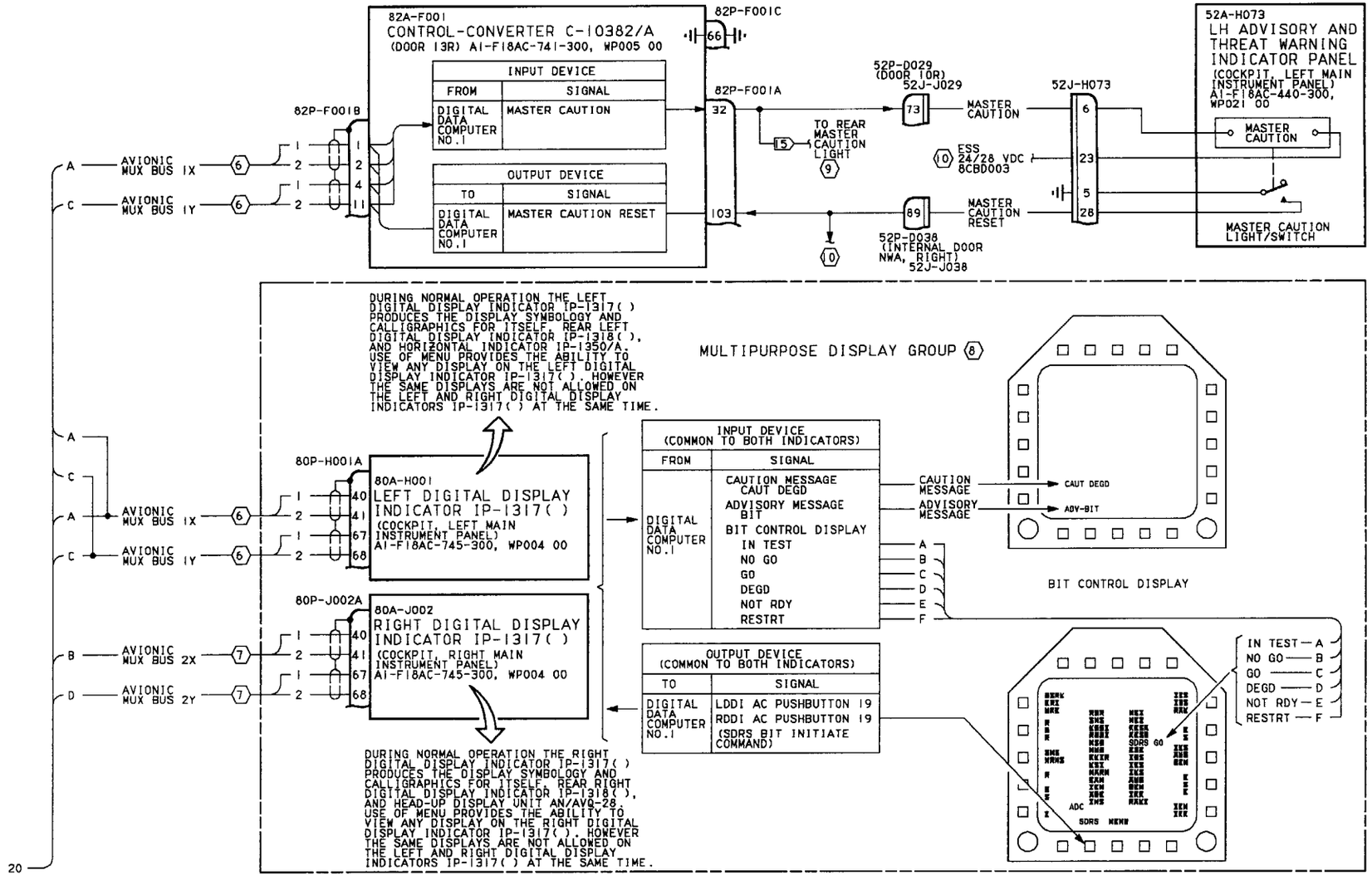


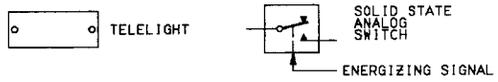
Figure 1.

Figure 1. Built-In Test Schematic (Sheet 5)

01200105
Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕), IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.



   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) EXPLANATION OF MATRIX
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED.
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) POWER SCHEMATIC, WP005 00.

(6) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(7) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(8) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1318( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(9) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(10) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(11) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) F/A-18A.

(14) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(15) F/A-18B.

(16) FATIGUE STRAIN DATA SCHEMATIC, WP013 00.

(17) DELETED.

(18) DELETED.

(19) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - BUILT-IN TEST

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

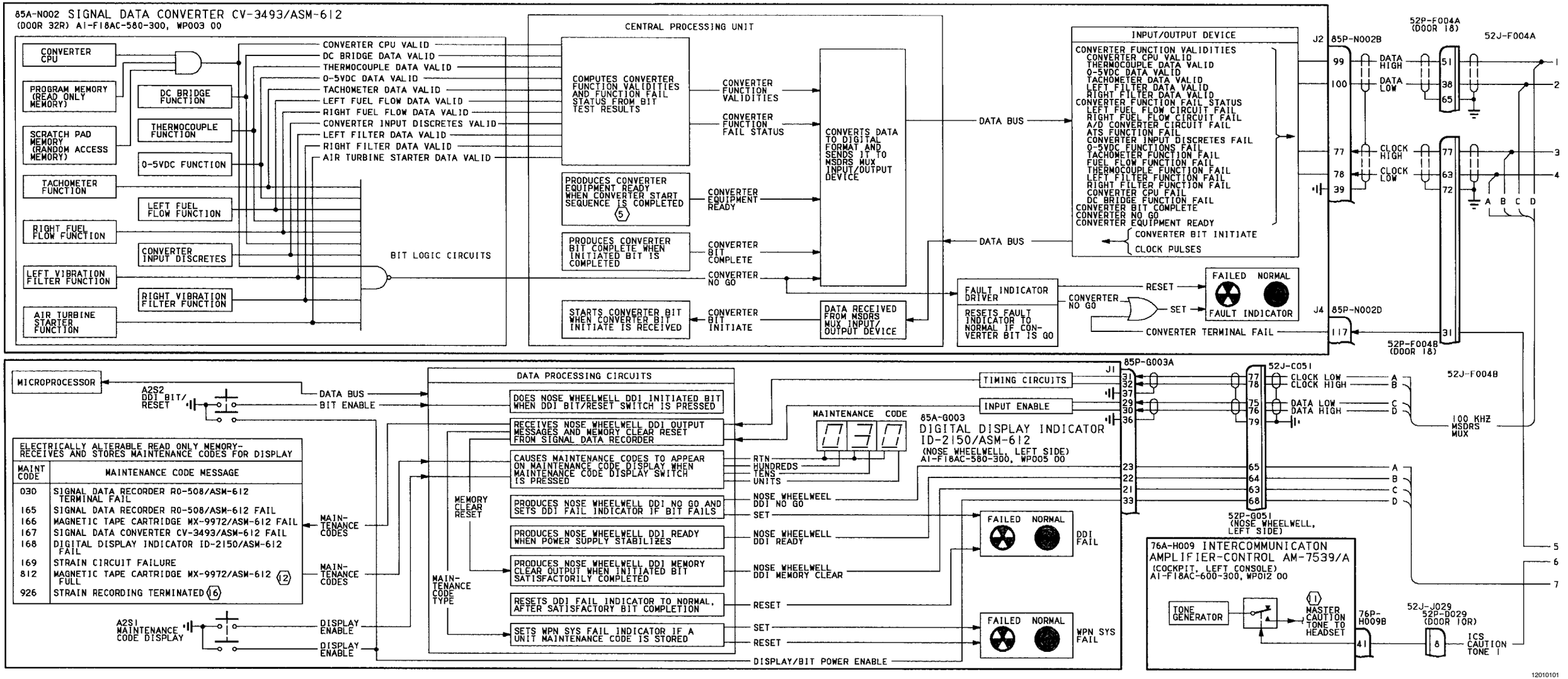
Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-



12010101

Figure 1.

Figure 1. Built-In Test Schematic (Sheet 1)

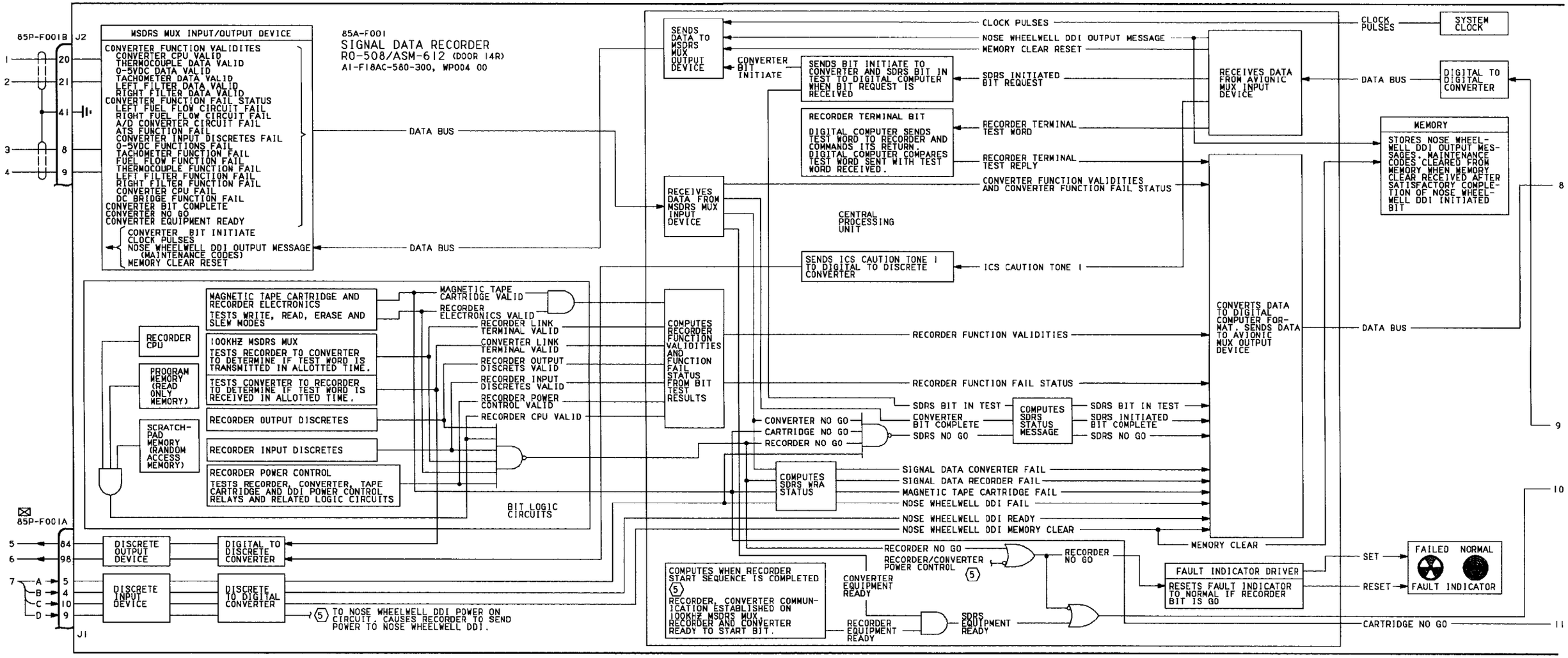


Figure 1.

Figure 1. Built-In Test Schematic (Sheet 2)

12010102

Figure 1.

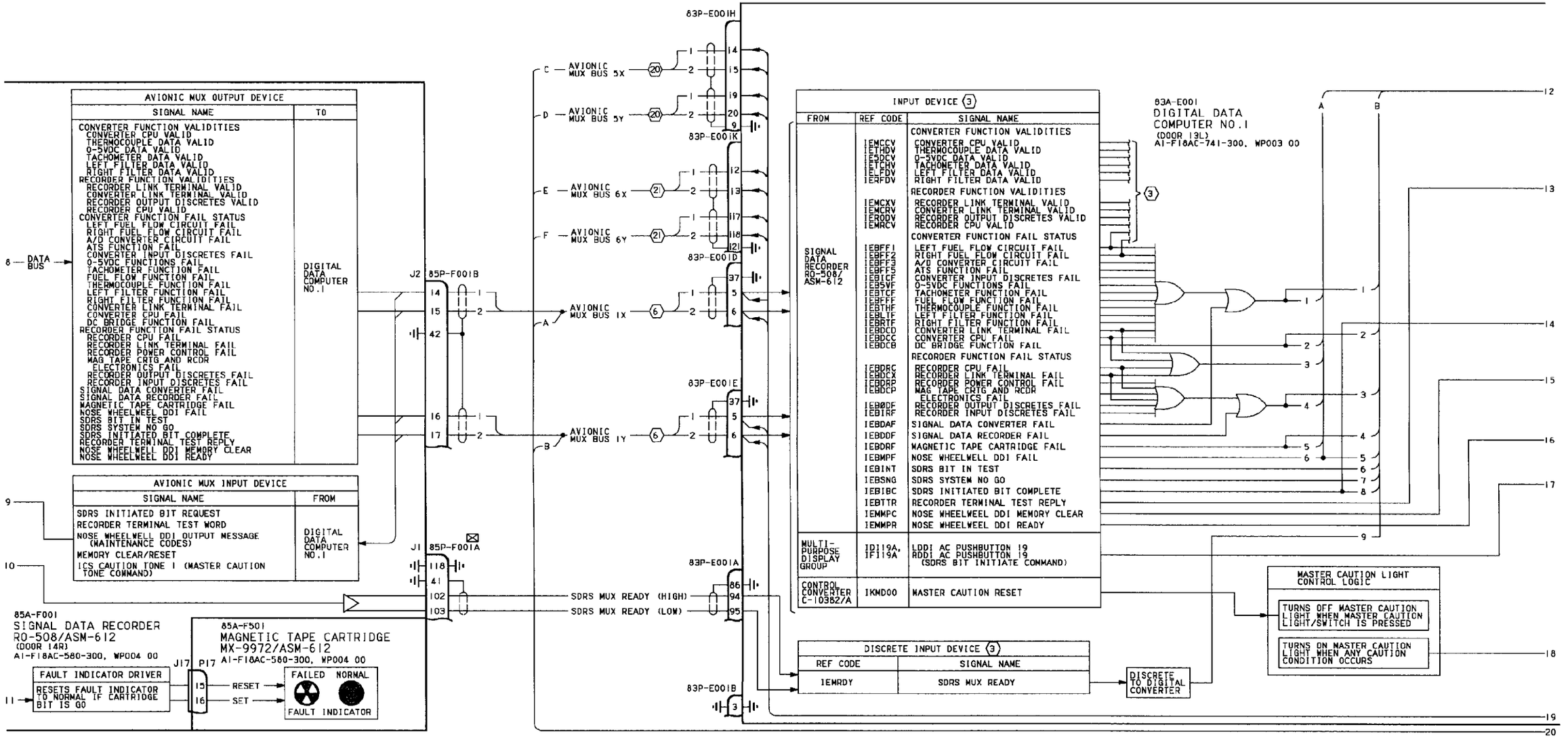


Figure 1.

Figure 1. Built-In Test Schematic (Sheet 3)

Figure 1.

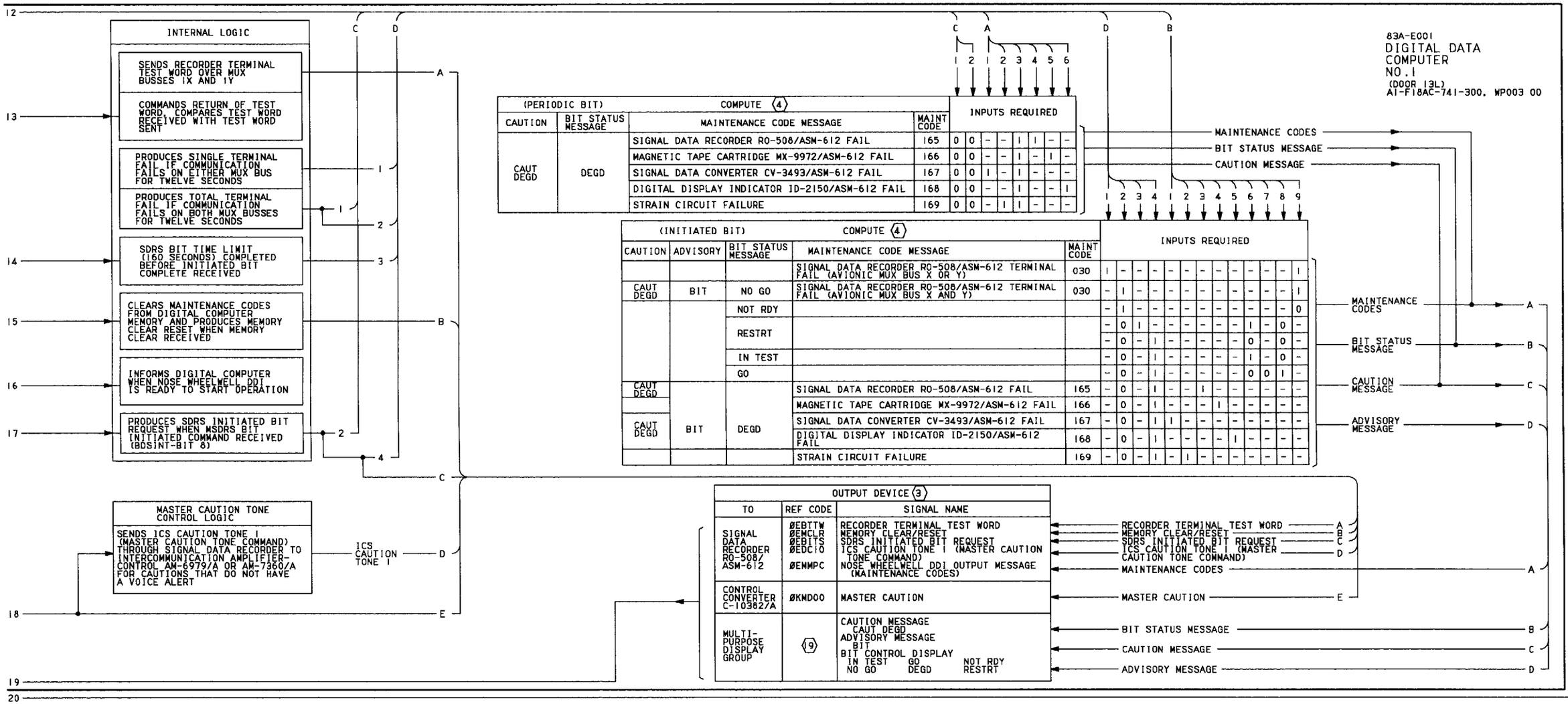


Figure 1. Built-In Test Schematic (Sheet 4)

12010104

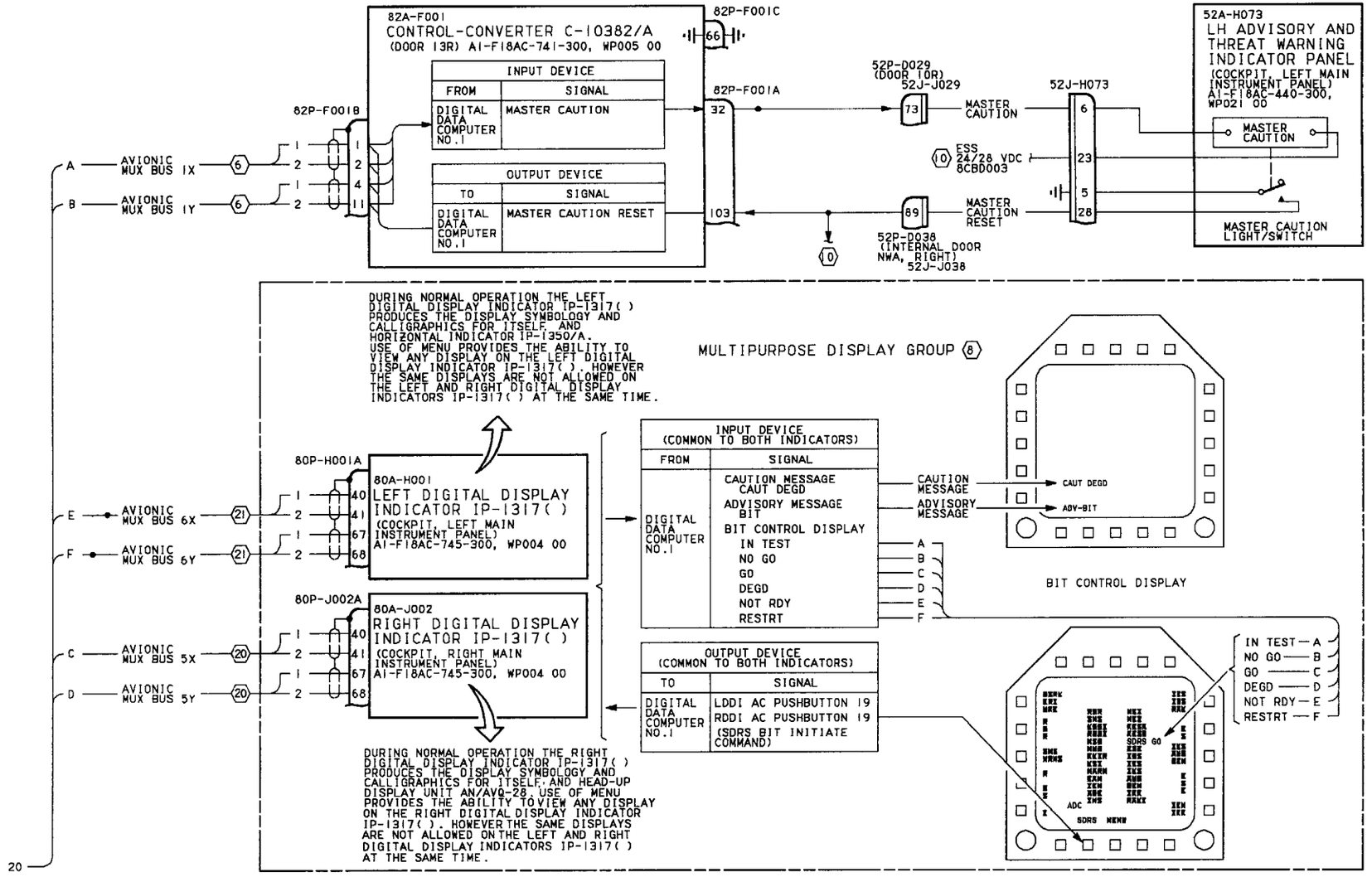


Figure 1.

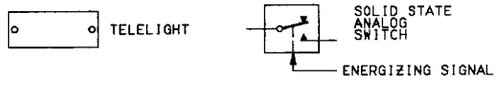
Figure 1. Built-In Test Schematic (Sheet 5)

12010105
Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕), IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.



   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) EXPLANATION OF MATRIX
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED.
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) POWER SCHEMATIC, WP005 00.

(6) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(7) DELETED.

(8) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(9) DELETED.

(10) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(11) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(12) RECORD FUNCTION SCHEMATIC, WP014 00.

(13) DELETED.

(14) DELETED.

(15) DELETED.

(16) FATIGUE STRAIN DATA SCHEMATIC, WP013 00.

(17) DELETED.

(18) DELETED.

(19) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00.

(20) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(21) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

Figure 1.

Figure 1. Built-In Test Schematic (Sheet 6)

12010106
Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FATIGUE STRAIN DATA

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes WP013 00, dated 1 May 1986.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FATIGUE STRAIN DATA

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: WITH DIGITAL DATA COMPUTER NO. 1 CONFIG/IDENT NUMBER 87X AND UP

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

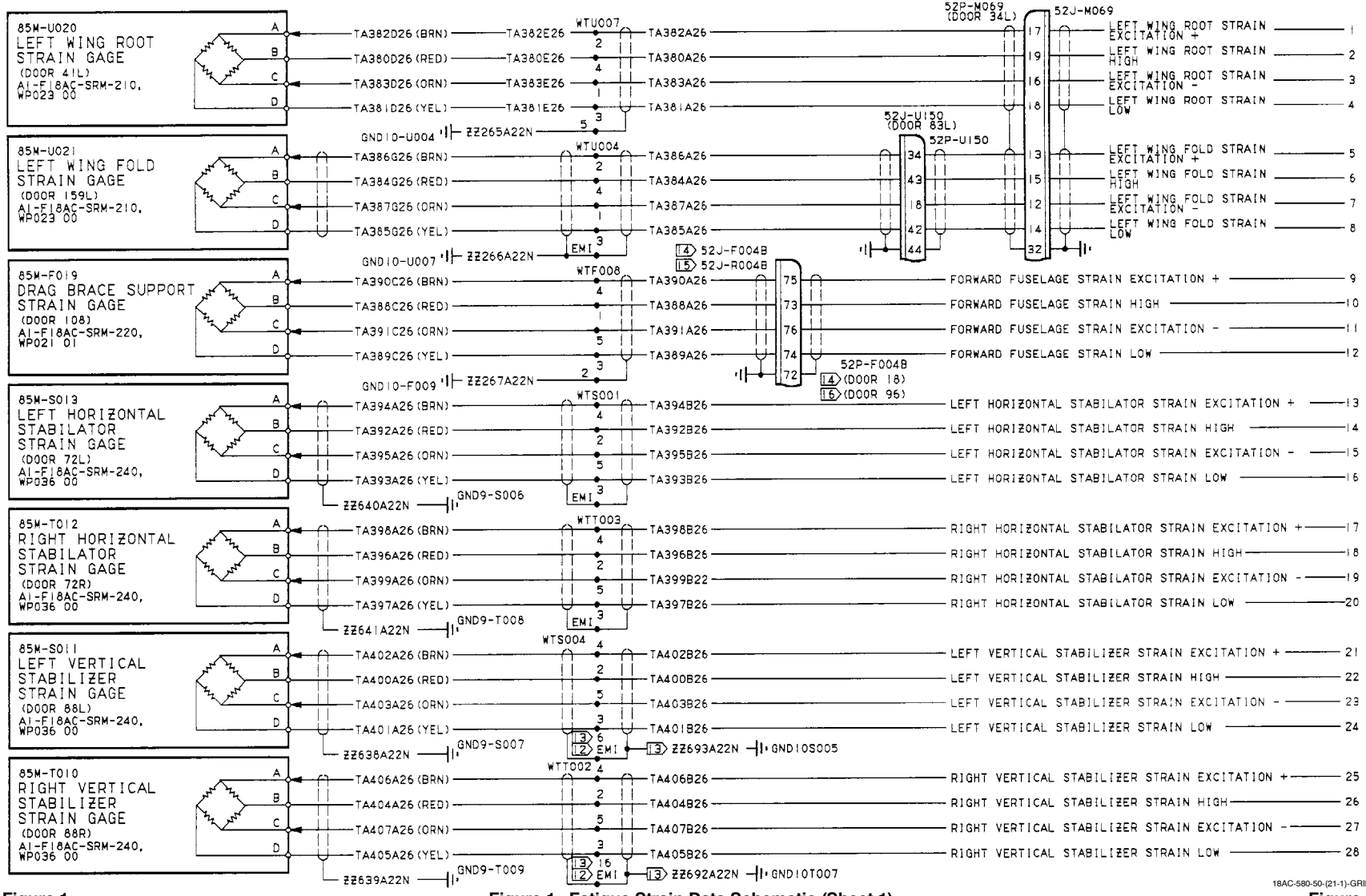


Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 1)** **Figure 1.**

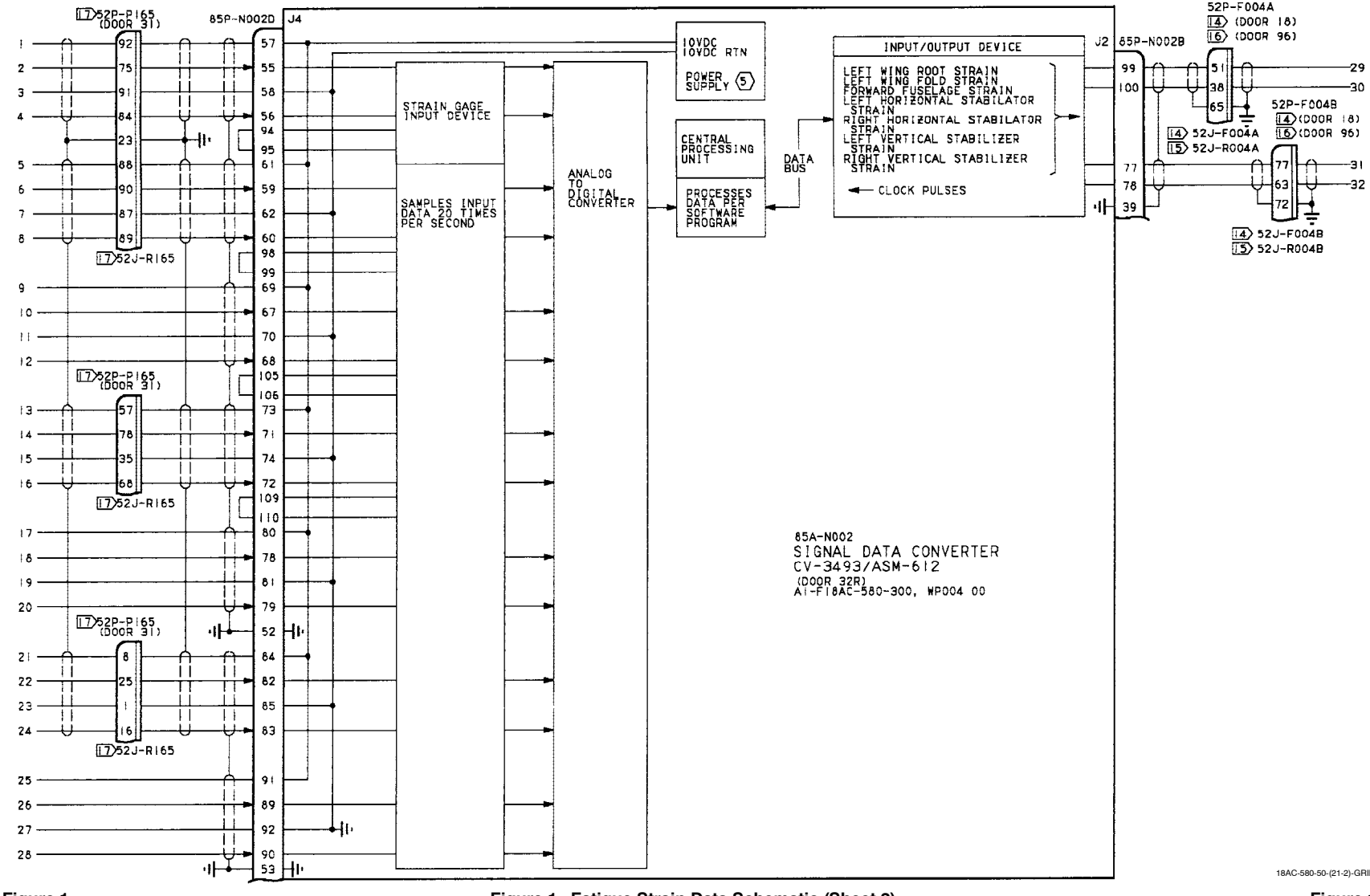
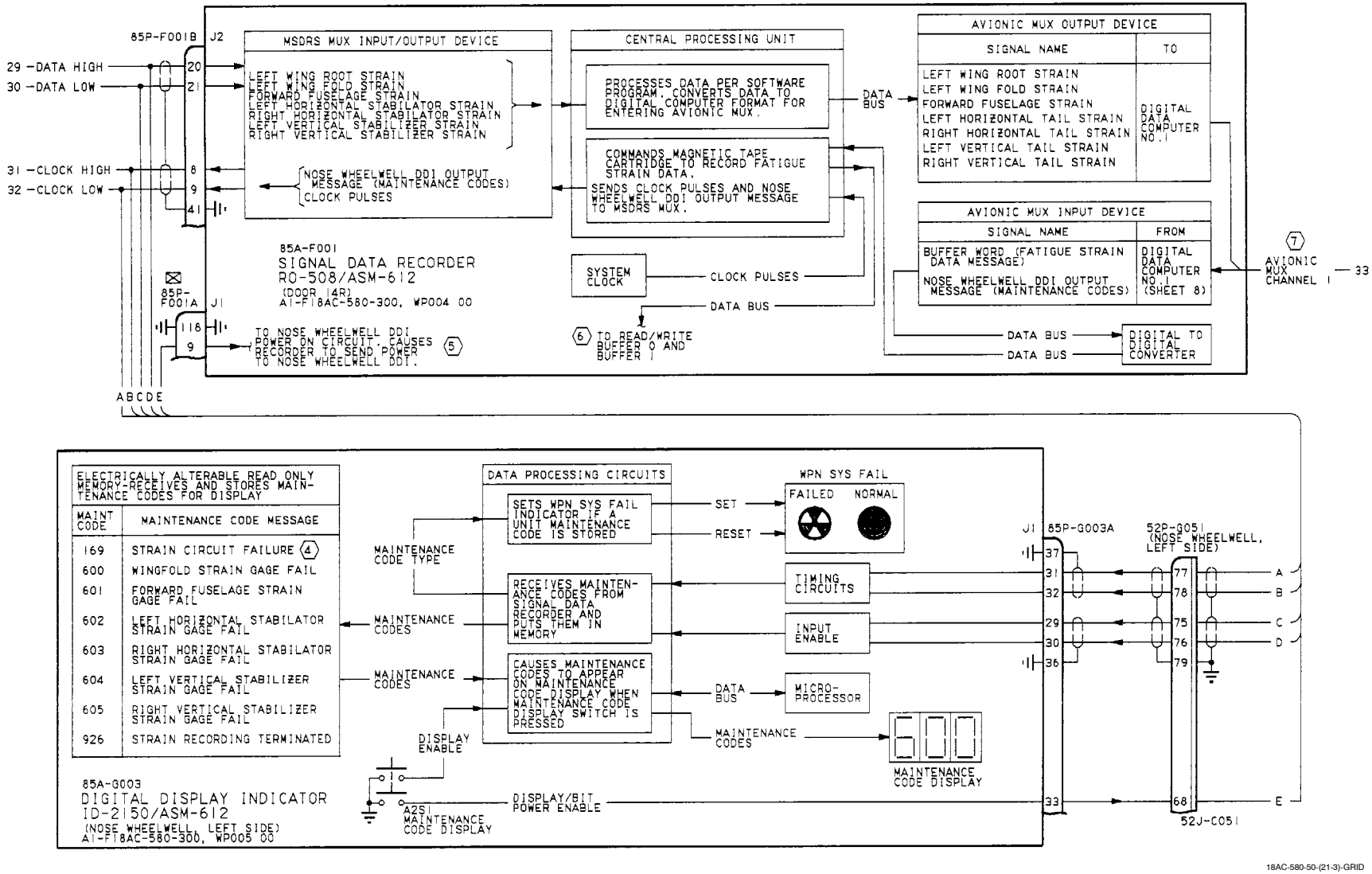


Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 2)** **Figure 1.**



18AC-580-50-(21-3)-GRID

Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 3)** **Figure 1.**

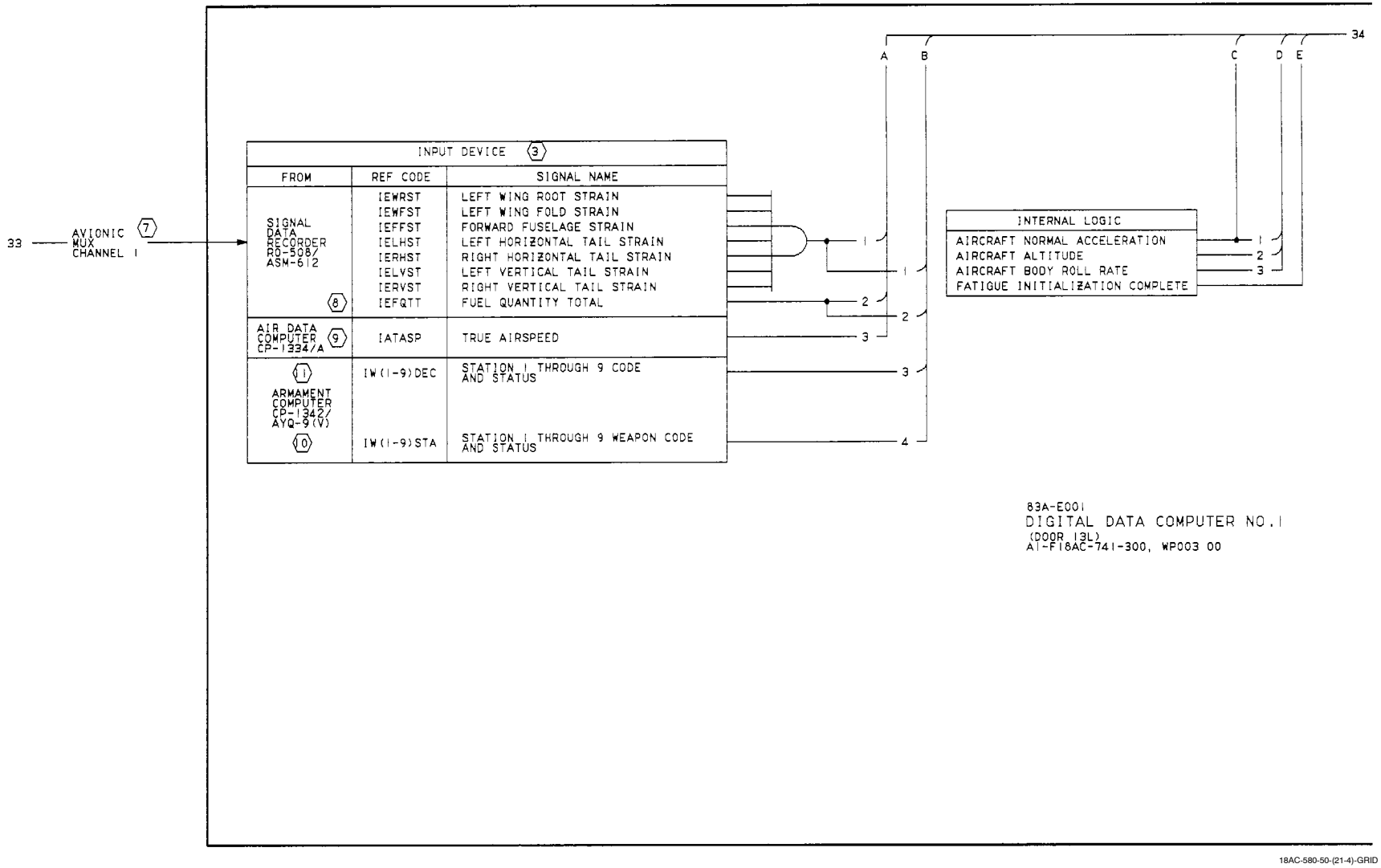


Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 4)** **Figure 1.**

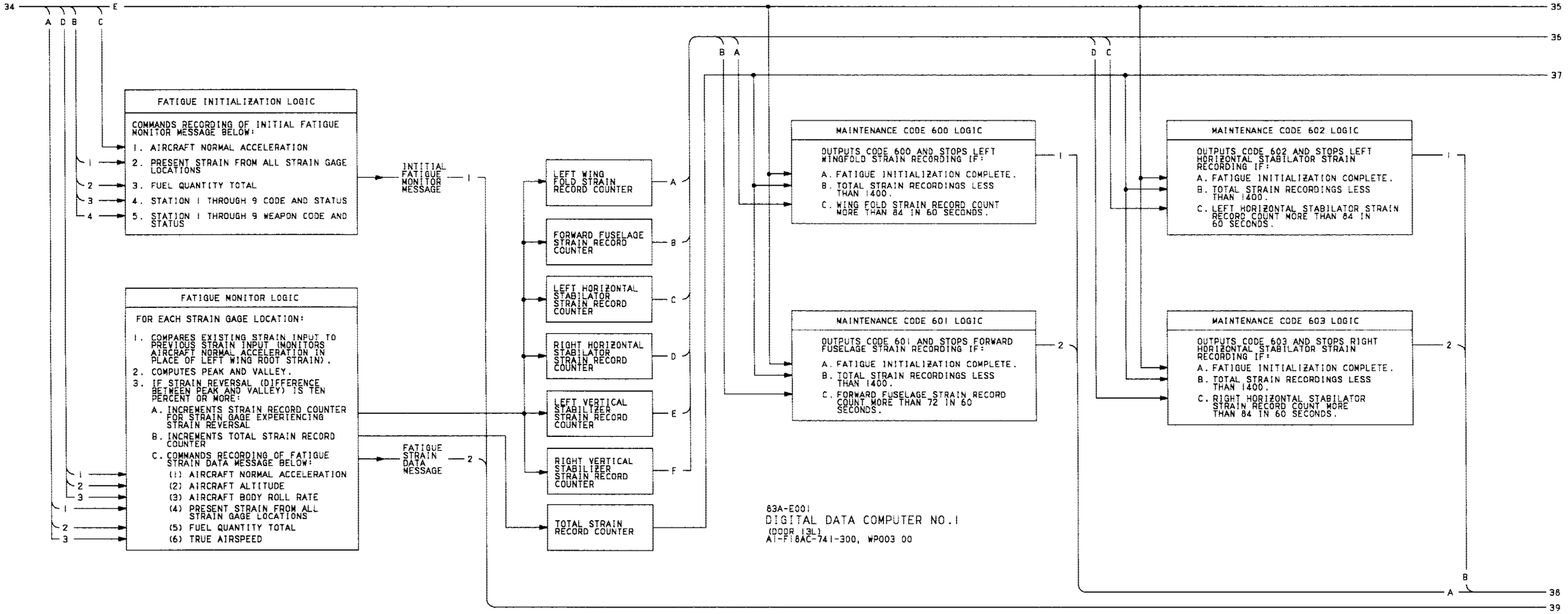
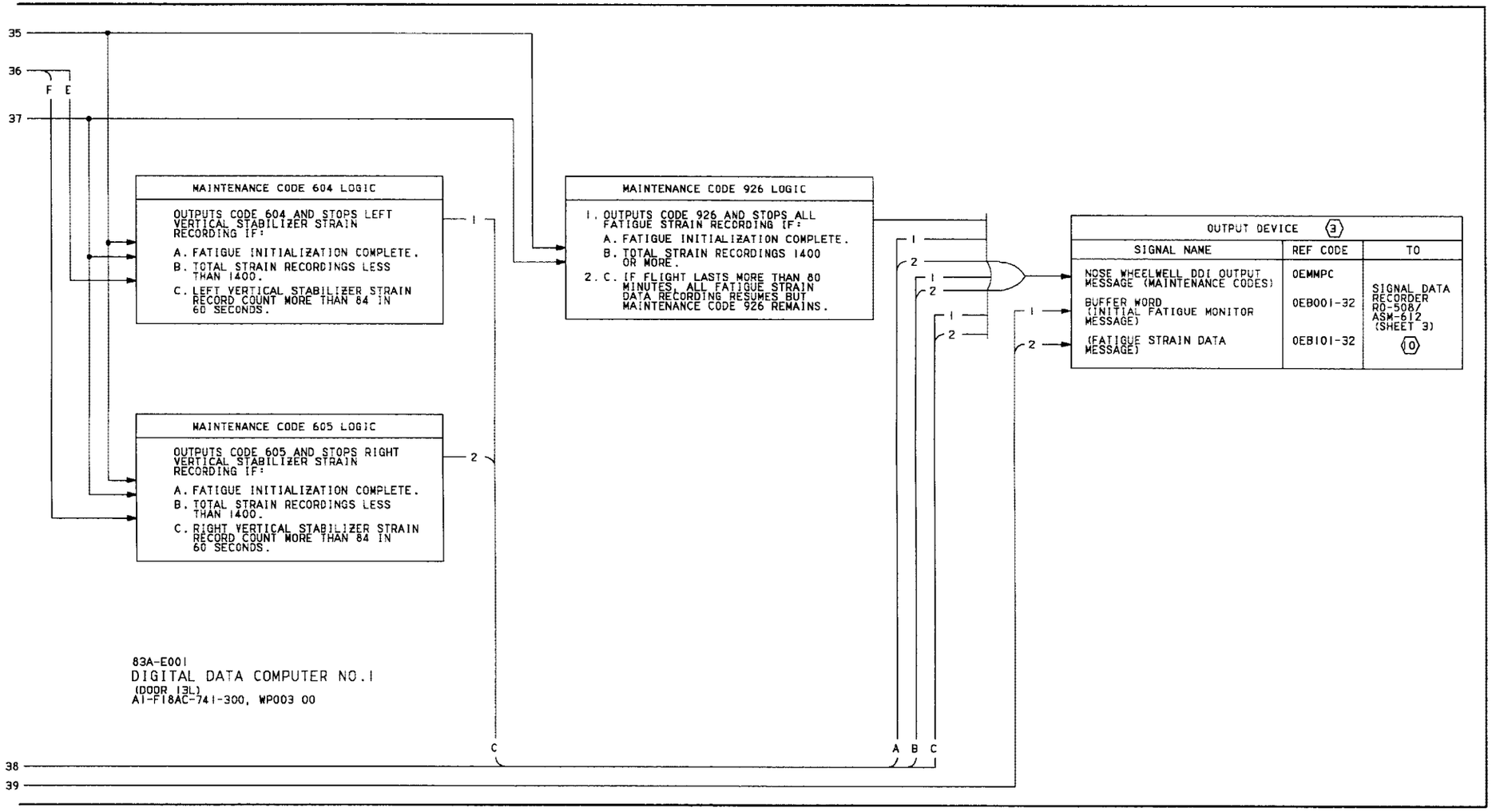


Figure 1. Fatigue Strain Data Schematic (Sheet 5)



LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TEST THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1). SHORTS TO GROUND.
      (2). SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3). SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4). SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS:
   ⊕ INDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC-OLD-000. FOR MEMORY INSPECT ACCESS RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.
(4) BUILT-IN TEST SCHEMATIC, WP012 00.
(5) POWER SCHEMATIC, WP005 00.
(6) RECORD FUNCTION SCHEMATIC, WP014 00.
(7) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.
(8) FUEL SYSTEM SCHEMATIC, WP011 00.
(9) AIR DATA COMPUTER SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-560-500, WP004 00.
(10) AIM-9 SIDEWINDER AVIONIC INTERFACE SCHEMATIC, A1-F18AC-740-510, WP036 00.
(11) BOMB AVIONIC INTERFACE SCHEMATIC, A1-F18AC-740-510, WP048 00.
[12] 161925 THRU 162414.
[13] 162415 AND UP.
[14] F/A-18A.
[15] F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.
[16] F/A-18B.
[17] 162445 AND UP.

Figure 1.

Figure 1. Fatigue Strain Data Schematic (Sheet 6)

18AC-580-50-(21-6)-GRID
Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FATIGUE STRAIN DATA

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: WITH DIGITAL DATA COMPUTER NO. 1 CONFIG/IDENT NUMBER 210

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

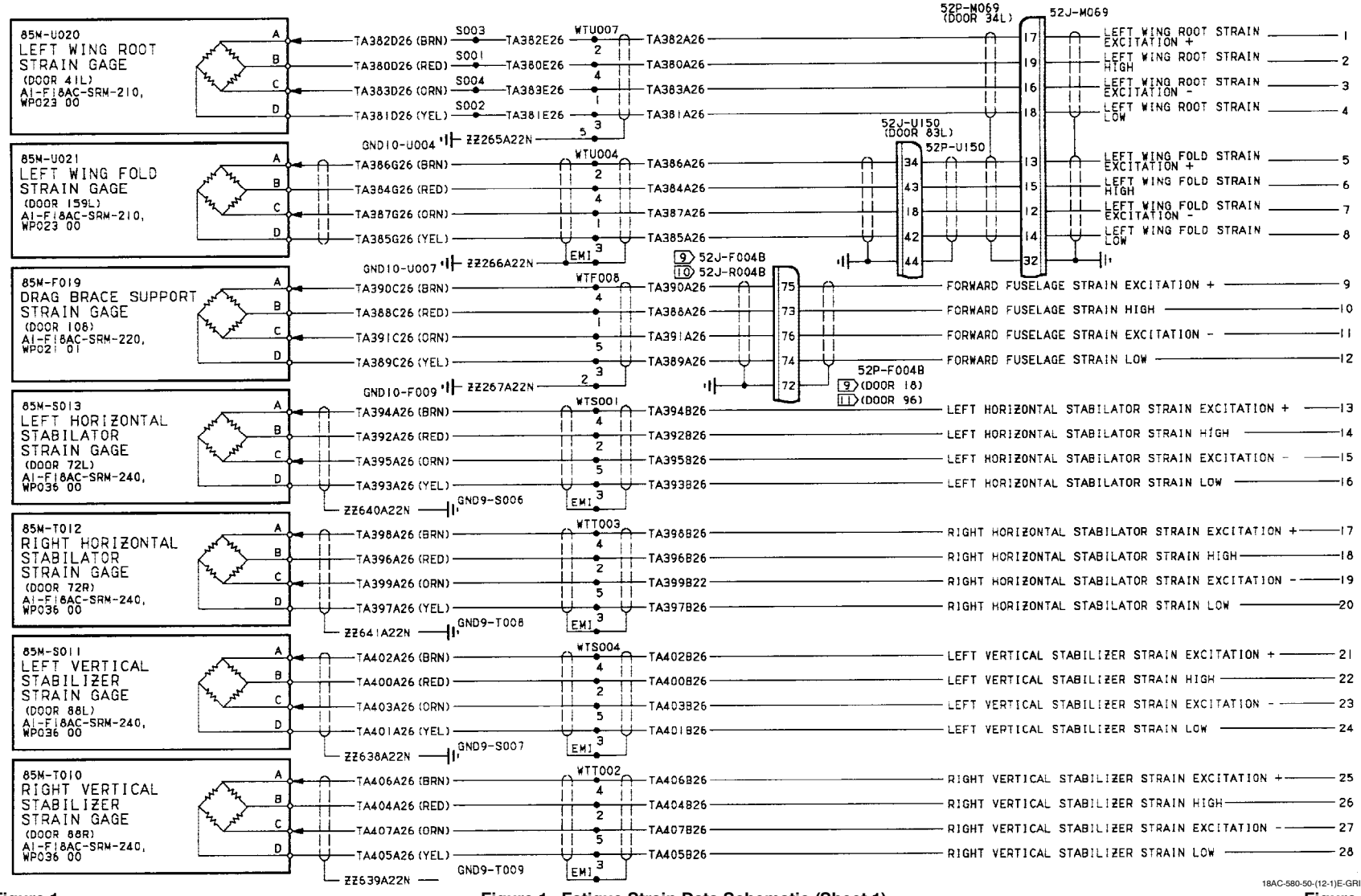
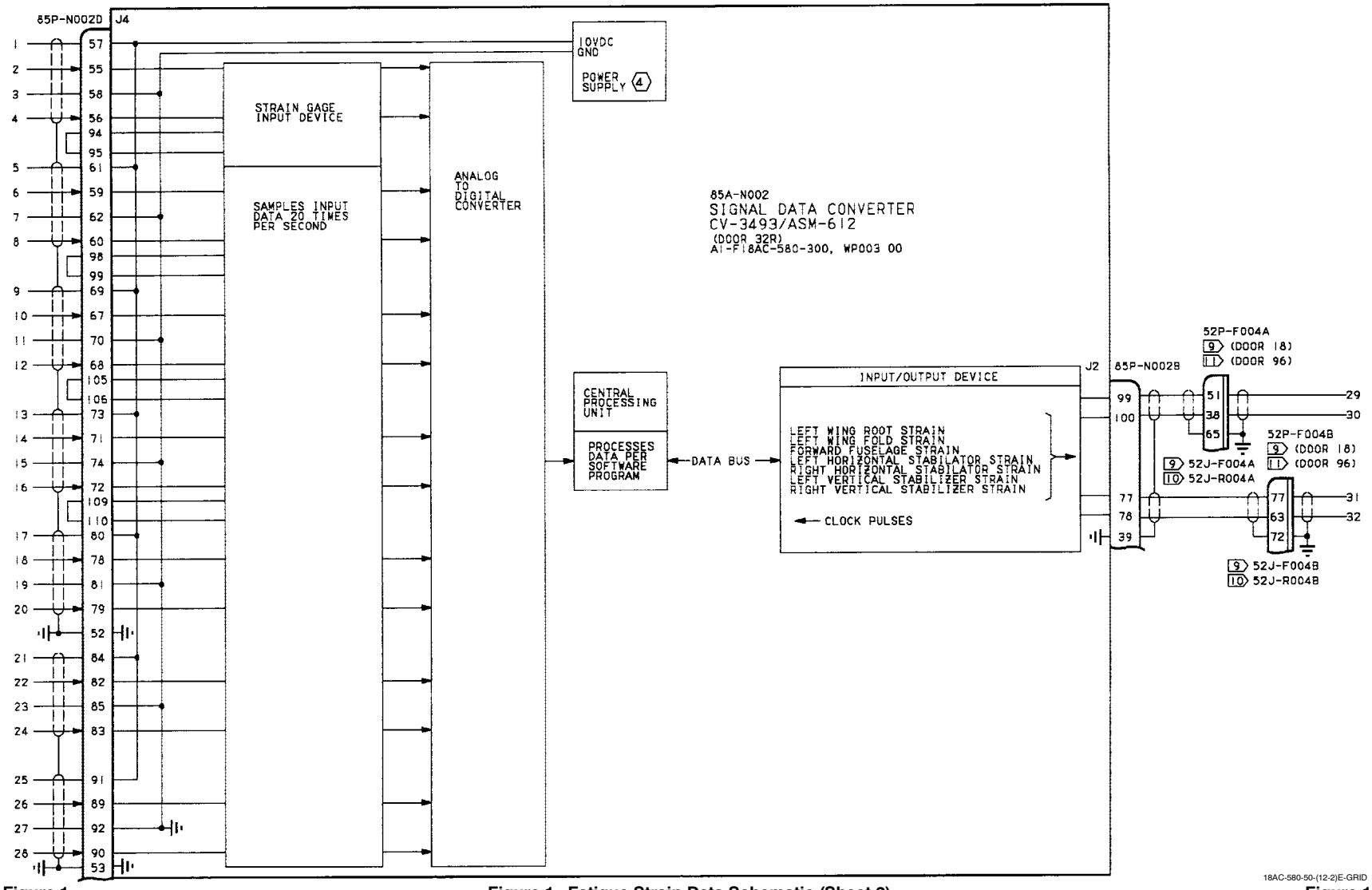
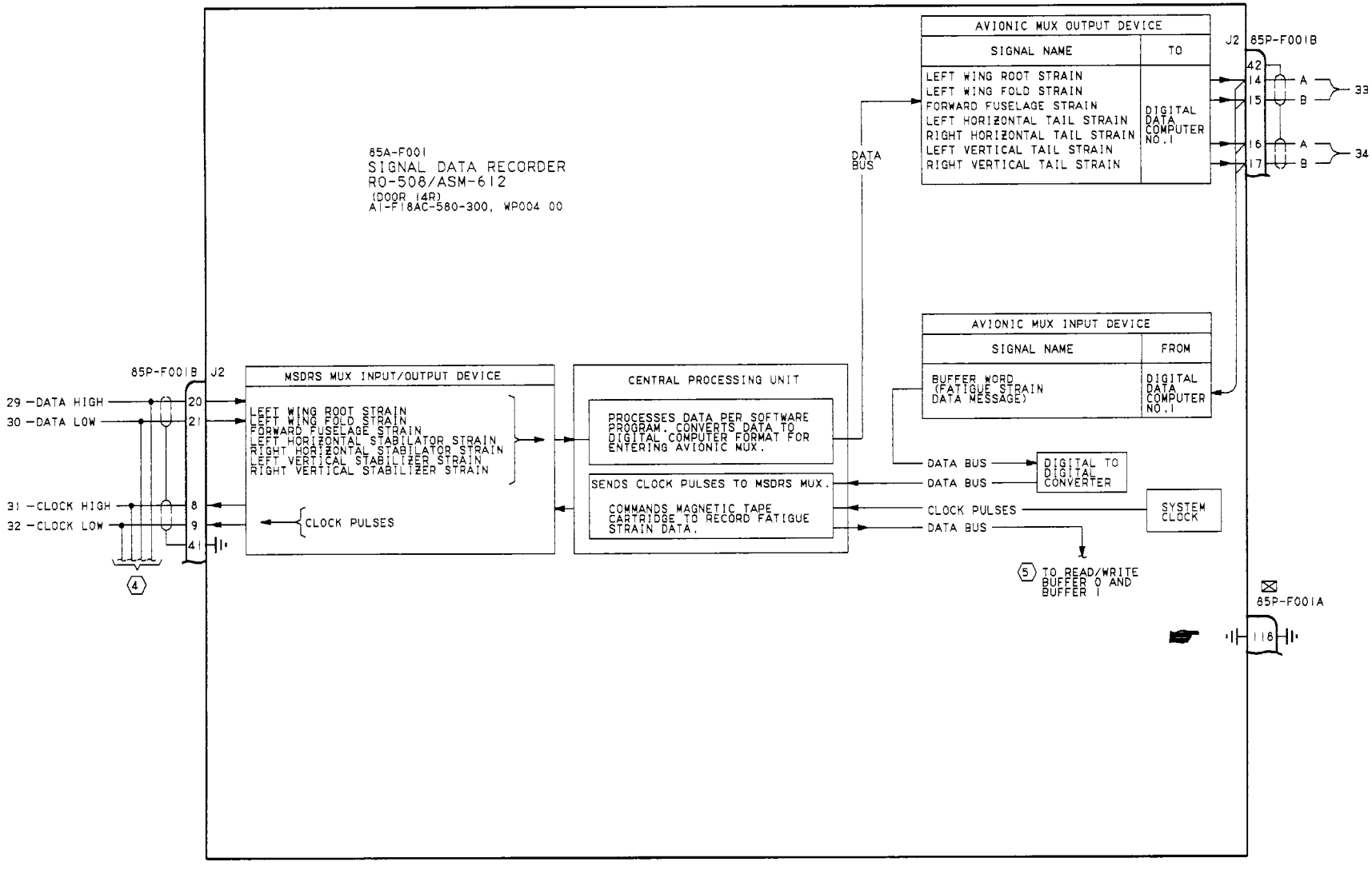


Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 1)** **Figure 1.**



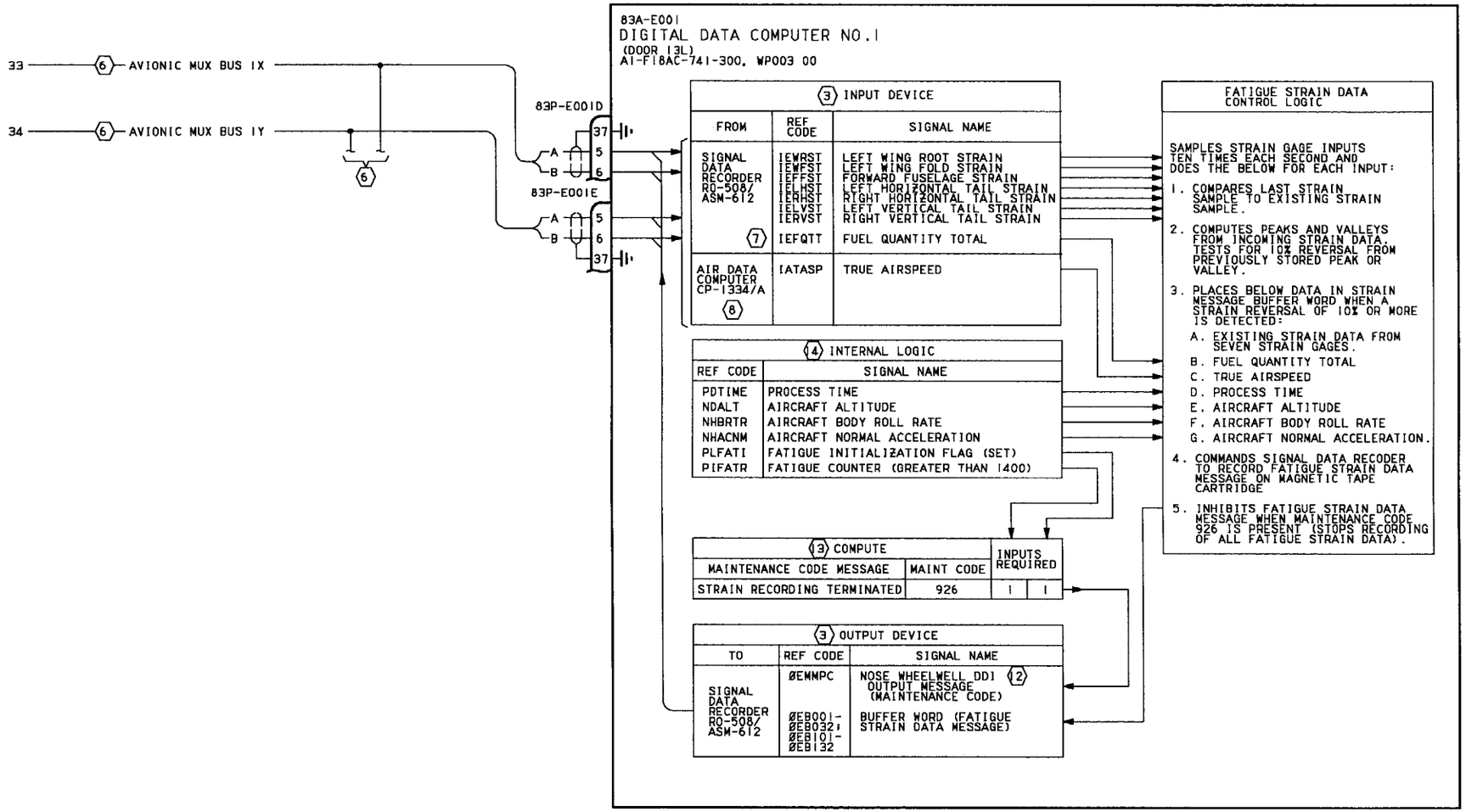
18AC-580-50-(12-2)E-GRID

Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 2)** **Figure 1.**



18AC-580-50-(12-3)F-GRID

Figure 1. **Figure 1. Fatigue Strain Data Schematic (Sheet 3)** **Figure 1.**



LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRECT SWICTHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1). SHORTS TO GROUND.
      (2). SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3). SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4). SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC-OLD-000. FOR MEMORY INSPECT ACCESS RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) POWER SCHEMATIC, WP005 00.

(5) RECORD FUNCTION SCHEMATIC, WP014 00.

(6) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(7) FUEL SYSTEM INTERFACE SCHEMATIC, WP011 00.

(8) AIR DATA COMPUTER SYSTEM SCHEMATIC, A1-F18AC-560-500, WP004 00.

(9) F/A-18A.

(10) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(11) F/A-18B.

(12) BUILT-IN TEST SCHEMATIC, WP012 00.

(13) EXPLANATION OF MATRIX
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUTS.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED:
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(14) REF CODES USED FOR THESE COMPUTATIONS ARE MISSION COMPUTER INTERNAL MNEMONICS. TO LOCATE INTERNAL REF CODES IN A1-F18AC-OLD-000, USE THE LOGIC DIAGRAMS FOR THE INPUT/OUTPUT REF CODES.

18AC-580-50-(12-4)F-GRID

Figure 1.

Figure 1. Fatigue Strain Data Schematic (Sheet 4)

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - FATIGUE STRAIN DATA

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: WITH DIGITAL DATA COMPUTER NO. 1 CONFIG/IDENT NUMBER 85A+

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

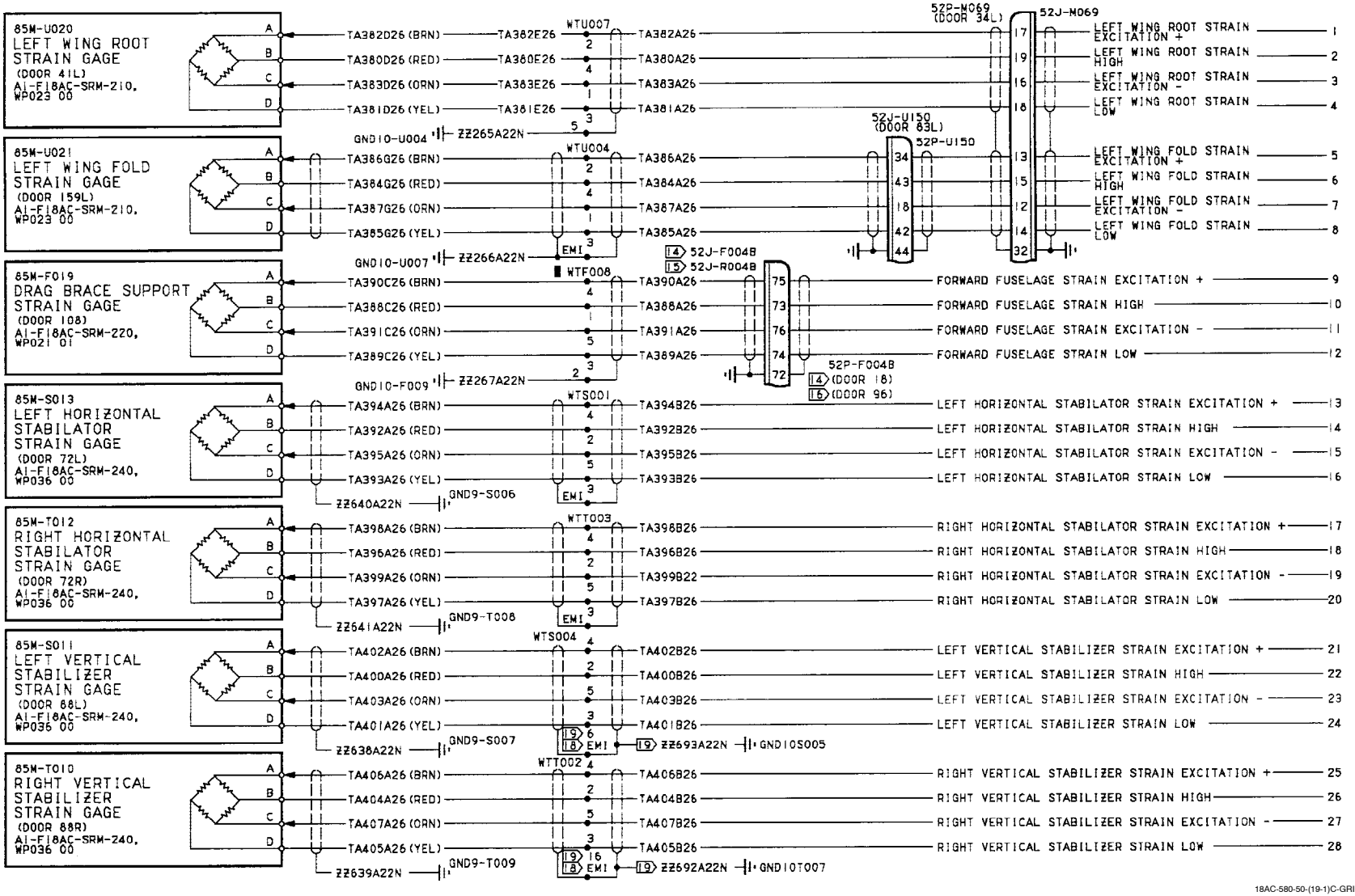
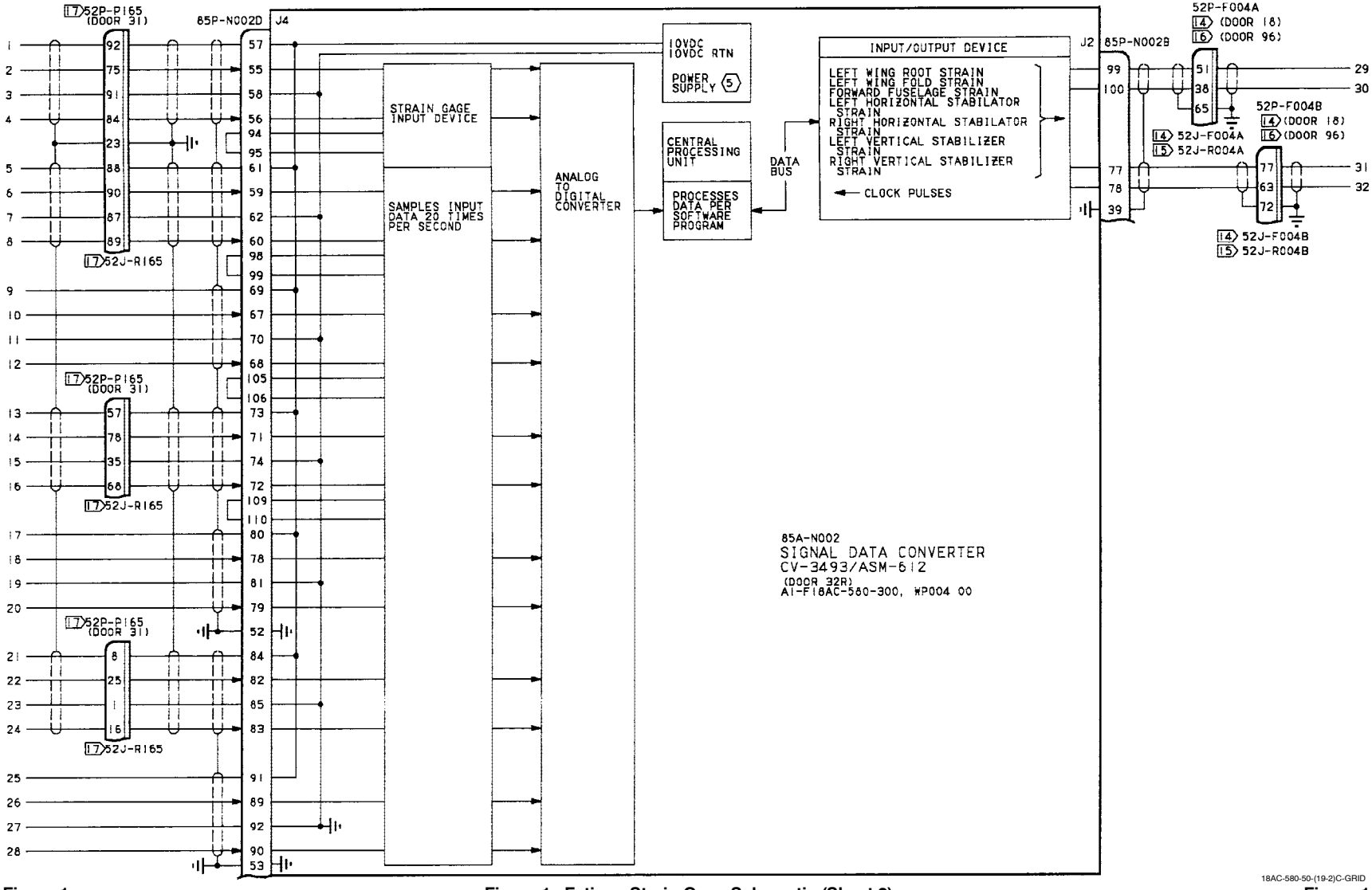
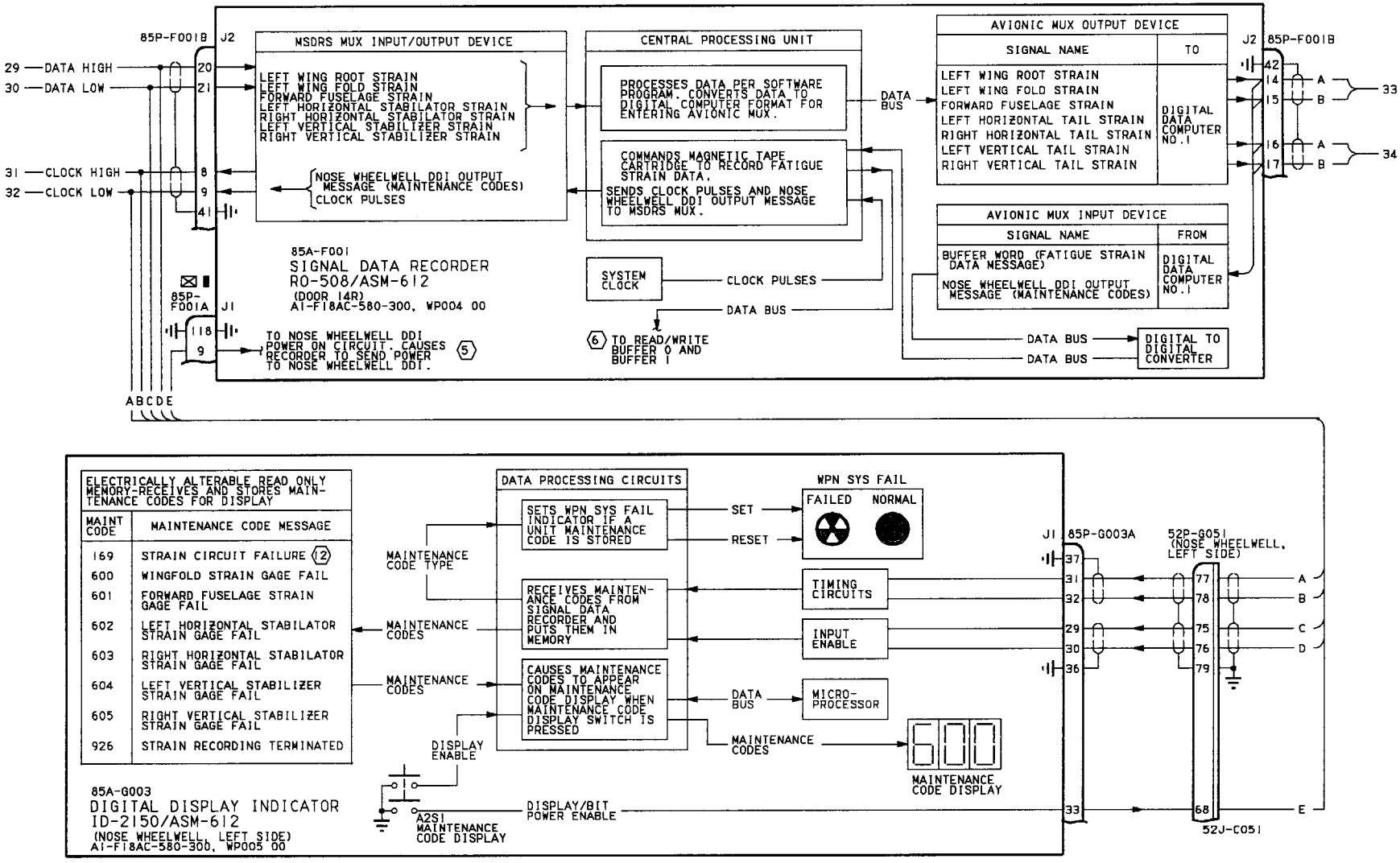


Figure 1. **Figure 1. Fatigue Strain Gage Schematic (Sheet 1)** **Figure 1.**



18AC-580-50-(19-2)C-GRID

Figure 1. **Figure 1. Fatigue Strain Gage Schematic (Sheet 2)** **Figure 1.**



18AC-580-50-(19-3)D-GRID

Figure 1. **Figure 1. Fatigue Strain Gage Schematic (Sheet 3)** **Figure 1.**

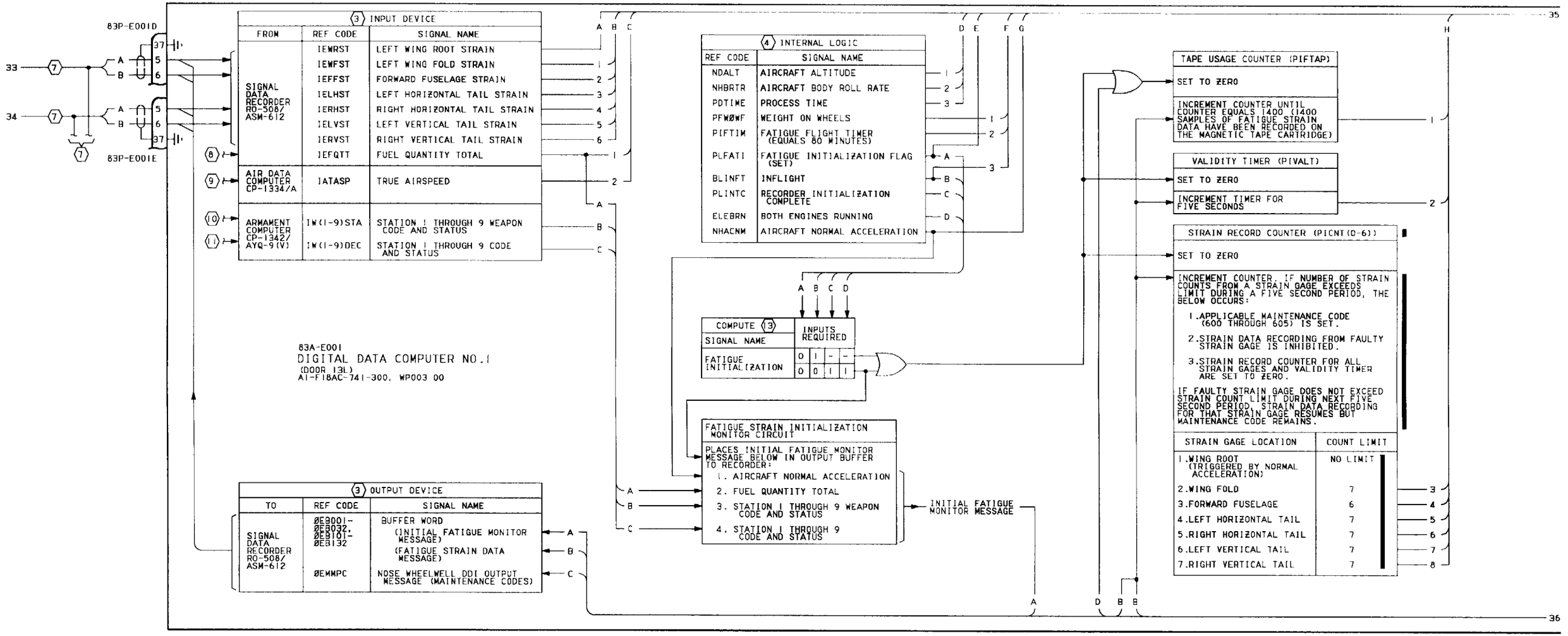


Figure 1. Fatigue Strain Gage Schematic (Sheet 4)

18AC-580-50-(19-4)C-GRID

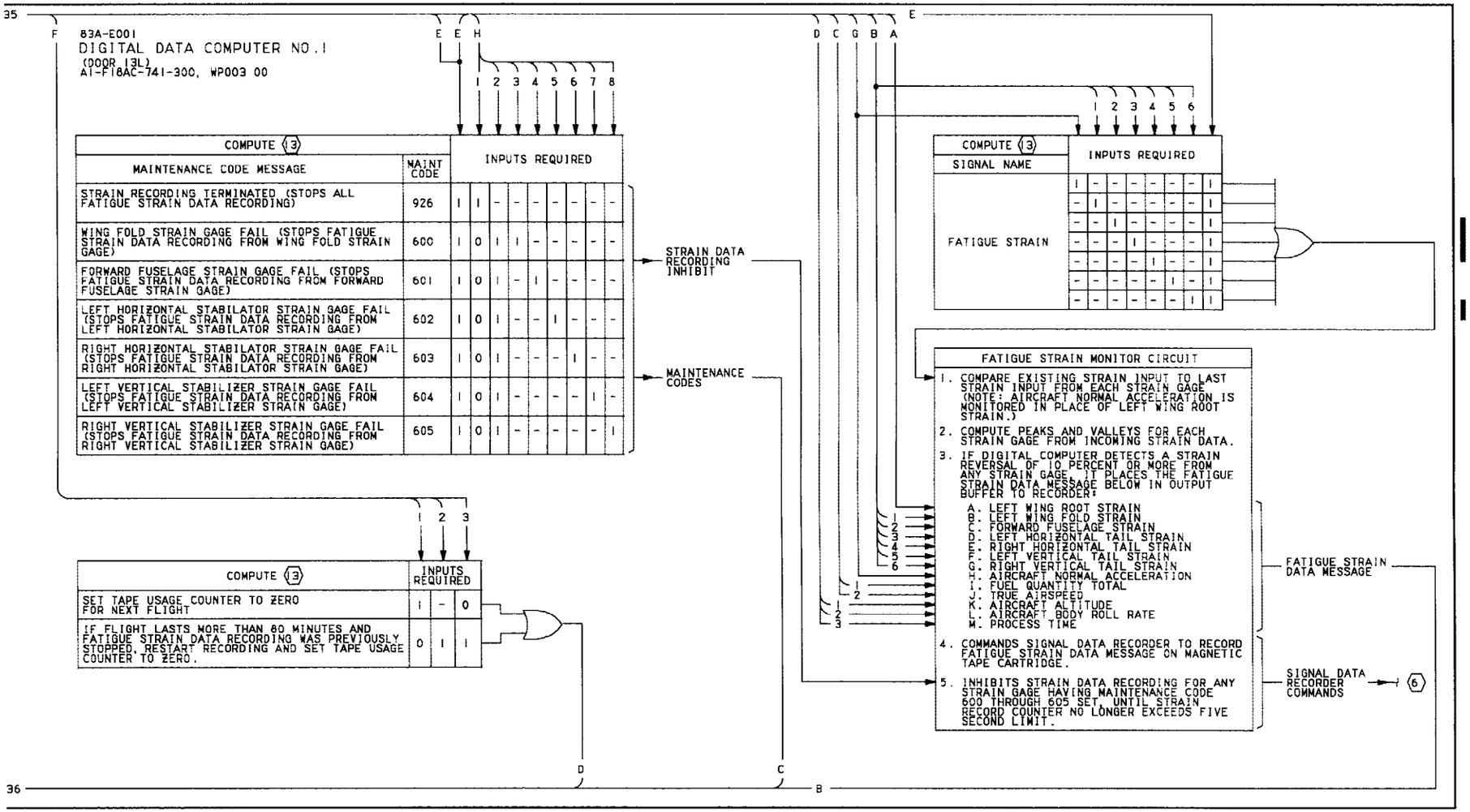


Figure 1.

Figure 1. Fatigue Strain Gage Schematic (Sheet 5)

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TEST THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1). SHORTS TO GROUND.
      (2). SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3). SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4). SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/ JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC-OLD-000, FOR MEMORY INSPECT ACCESS RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) REF CODES USED FOR THESE COMPUTATIONS ARE MISSION COMPUTER INTERNAL MNEMONICS. TO LOCATE INTERNAL REF CODES IN A1-F18AC-OLD-000, USE THE LOGIC DIAGRAMS FOR THE INPUT/OUTPUT REF CODES.

(5) POWER SCHEMATIC, WP005 00.

(6) RECORD FUNCTION SCHEMATIC, WP014 00.

(7) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(8) FUEL SYSTEM INTERFACE SCHEMATIC, WP011 00.

(9) AIR DATA COMPUTER SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-560-500, WP004 00.

(10) AIM-9 SIDEWINDER AVIONIC INTERFACE SCHEMATIC, A1-F18AC-740-510, WP036 00.

(11) BOMB AVIONIC INTERFACE SCHEMATIC, A1-F18AC-740-510, WP048 00.

(12) BUILT-IN TEST SCHEMATIC, WP012 00.

(13) EXPLANATION OF MATRIX
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY, EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED:
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(14) F/A-18A.

(15) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(16) F/A-18B.

(17) 162445 AND UP.

(18) 161925 THRU 162414.

(19) 162415 AND UP.

18AC-580-50-(19-5)D-GRID

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - RECORD FUNCTION

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

This WP supersedes WP014 00, dated 1 May 1986.

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

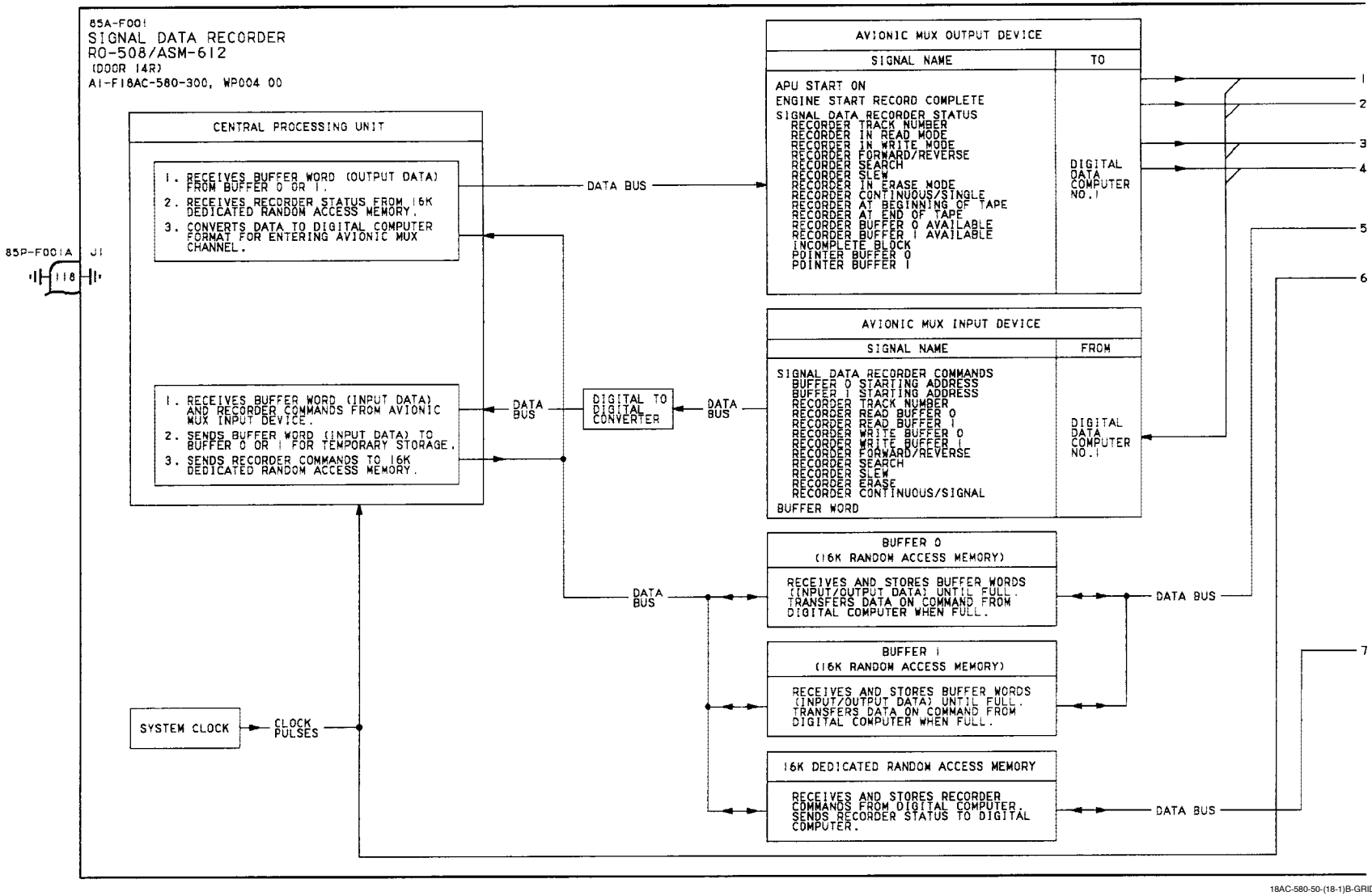


Figure 1. **Figure 1. Record Function Schematic (Sheet 1)** **Figure 1.**

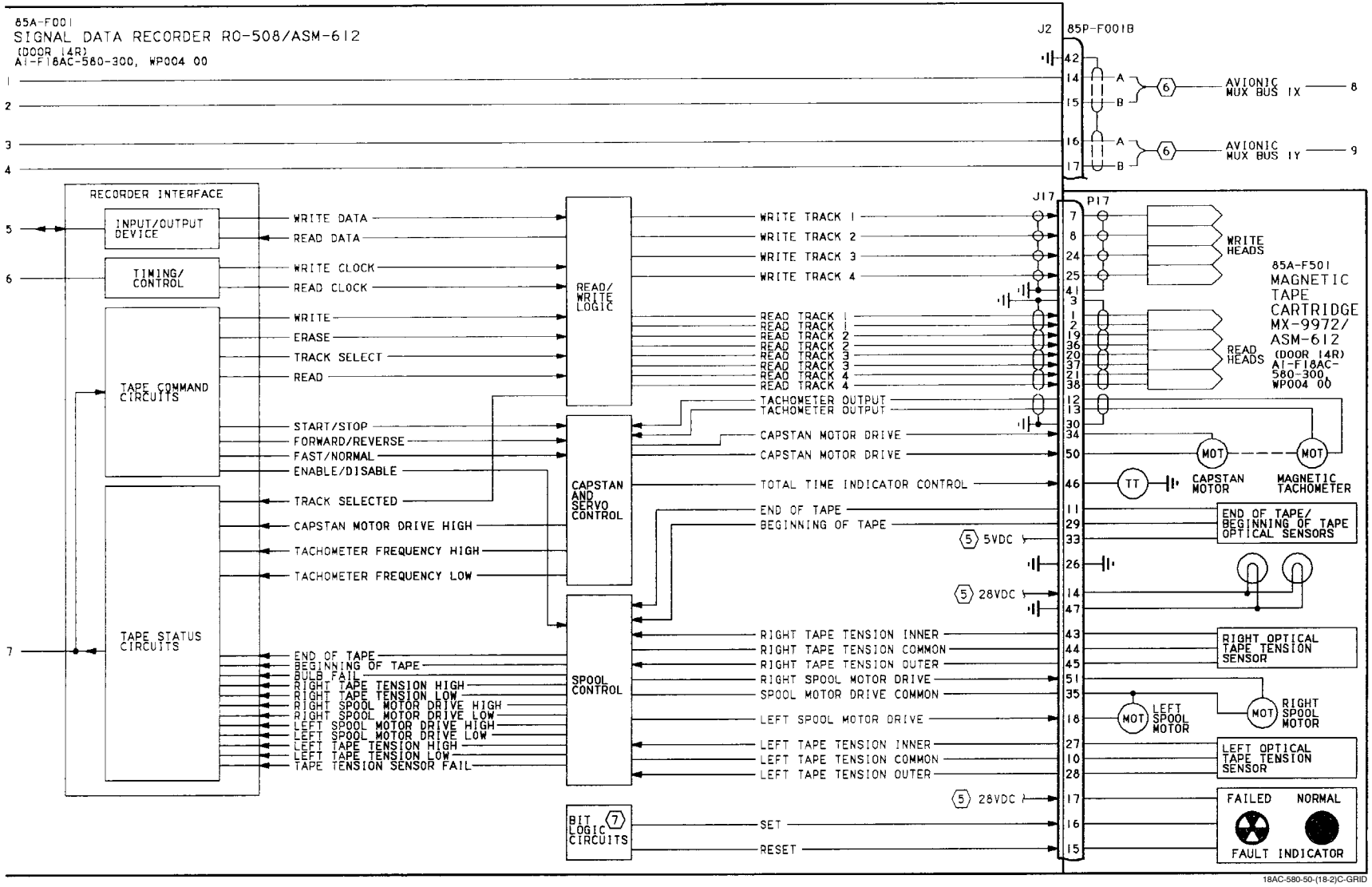


Figure 1. **Figure 1. Record Function Schematic (Sheet 2)** **Figure 1.**

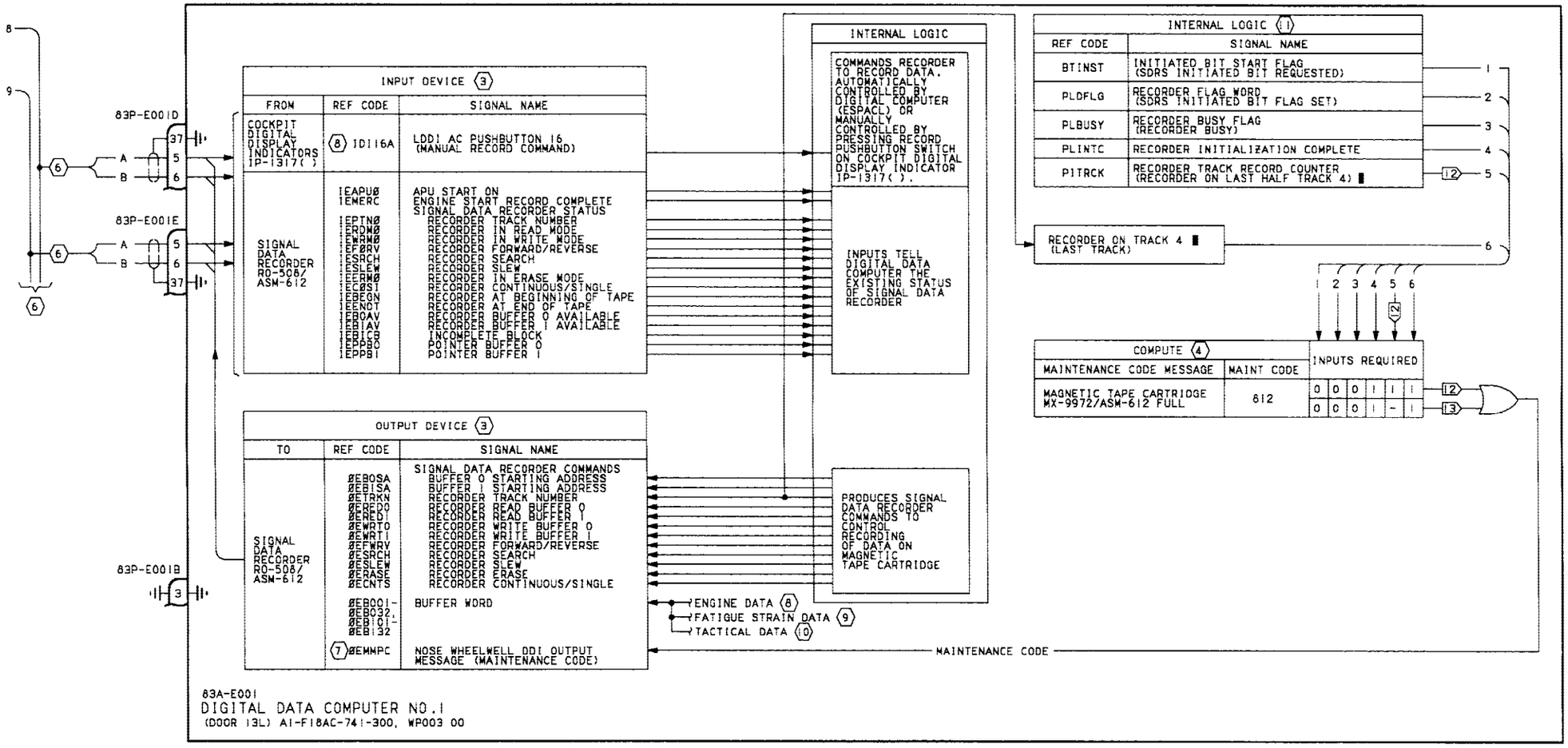


Figure 1. Record Function Schematic (Sheet 3)

418AC-580-50-(18-3)19-GRID

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A()-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕), IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELDS AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) EXPLANATION OF MATRIX
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED.
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) POWER SCHEMATIC, WP005 00.

(6) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(7) BUILT-IN TEST SCHEMATIC, WP012 00.

(8) LEFT ENGINE AND RIGHT ENGINE INTERFACE SCHEMATICS, WP009 00 AND WP010 00.

(9) FATIGUE STRAIN DATA SCHEMATIC, WP013 00.

(10) FOR LIST OF ALL TACTICAL DATA RECORDED, SEE A1-F18AC-580-100, WP004 00.

(11) REF CODES USED FOR THESE COMPUTATIONS ARE MISSION COMPUTER INTERNAL MNEMONICS. TO LOCATE INTERNAL REF CODES IN A1-F18AC-OLD-000, USE THE LOGIC DIAGRAMS FOR THE INPUT/OUTPUT REF CODES.

[12] WITH DIGITAL DATA COMPUTER NO.1 CONFIG/IDENT NUMBER 210.

[13] WITH DIGITAL DATA COMPUTER NO.1 CONFIG/IDENT NUMBER 84A AND UP.

18AC-580-50-1(8-4)B-GRID

Figure 1. Record Function Schematic (Sheet 4)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - ENVIRONMENTAL CONTROL SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292 AND F/A-18B

This WP supersedes WP015 00, dated 1 October 1988.

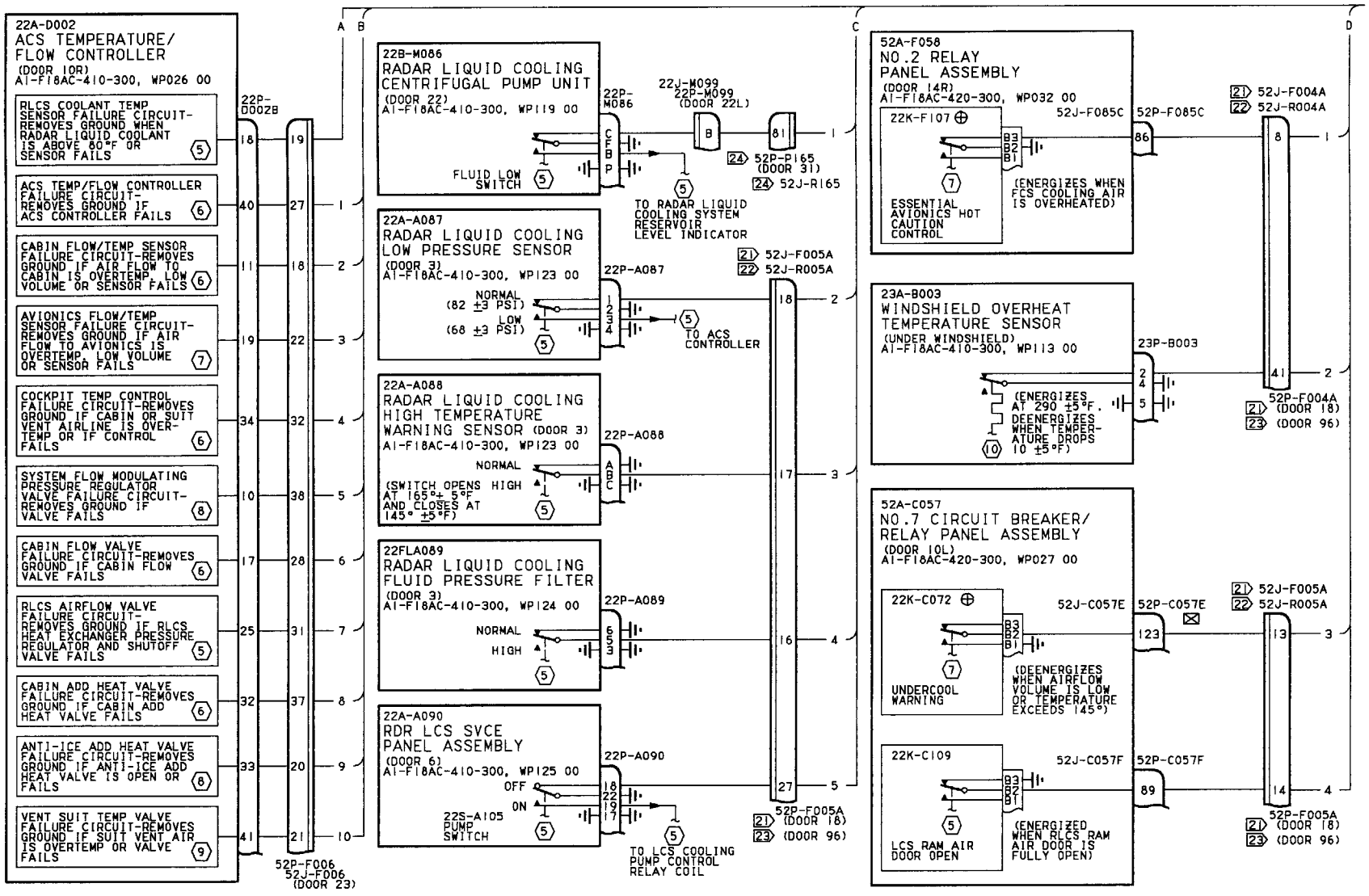
Reference Material

None

Alphabetical Index

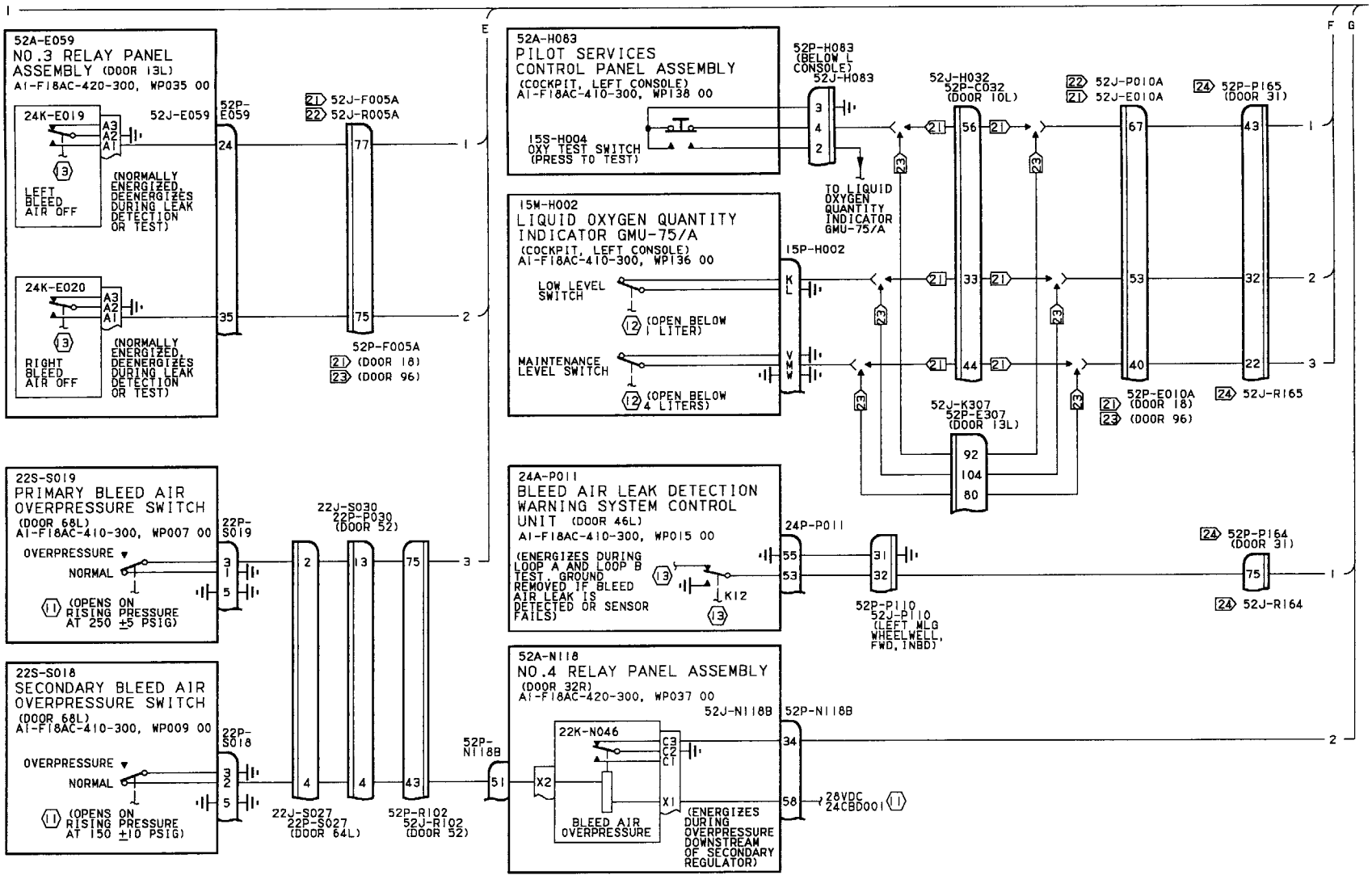
Record of Applicable Technical Directives

None



01500101

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 1)** **Figure 1.**



01500102

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 2)** **Figure 1.**

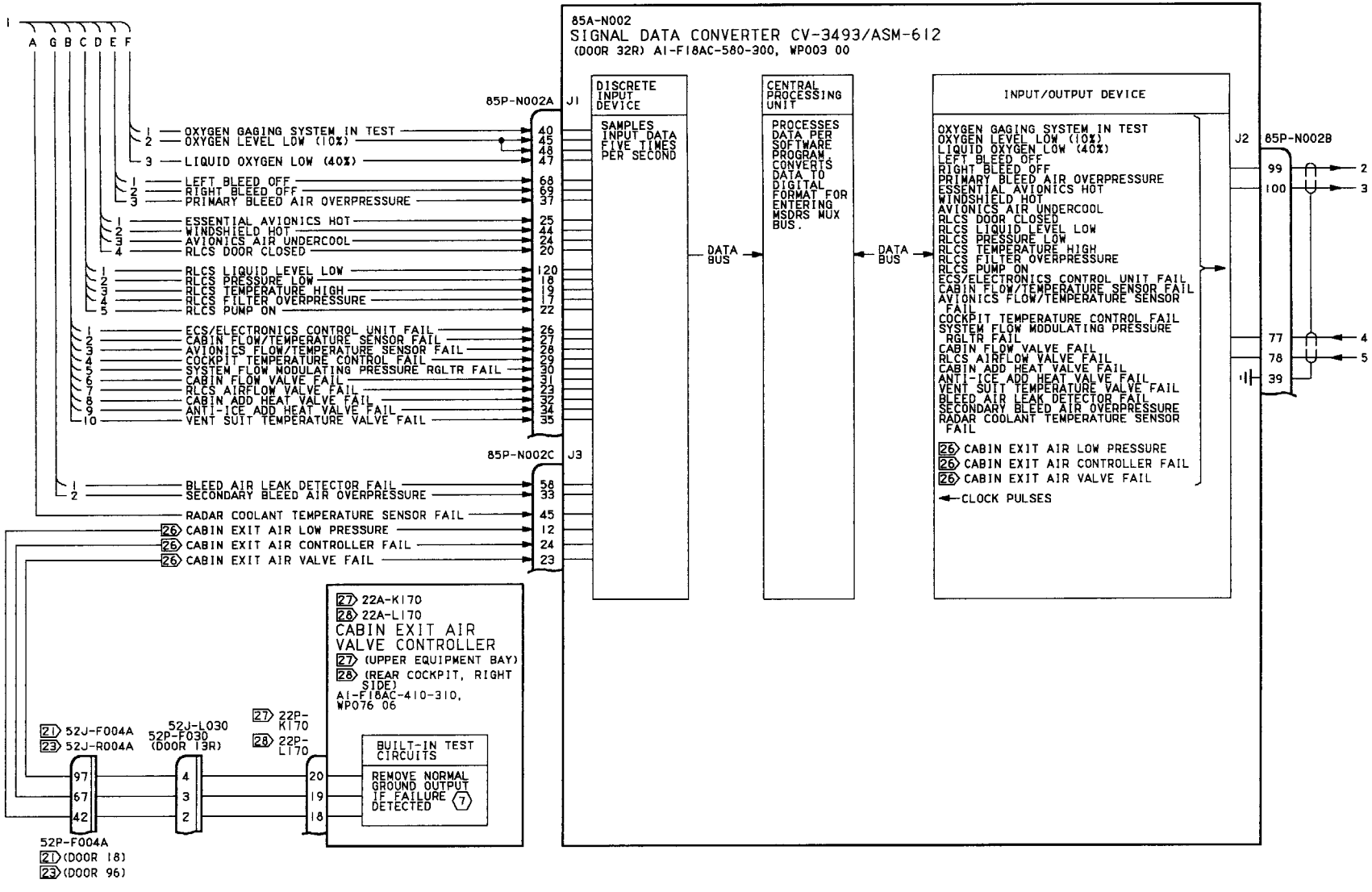
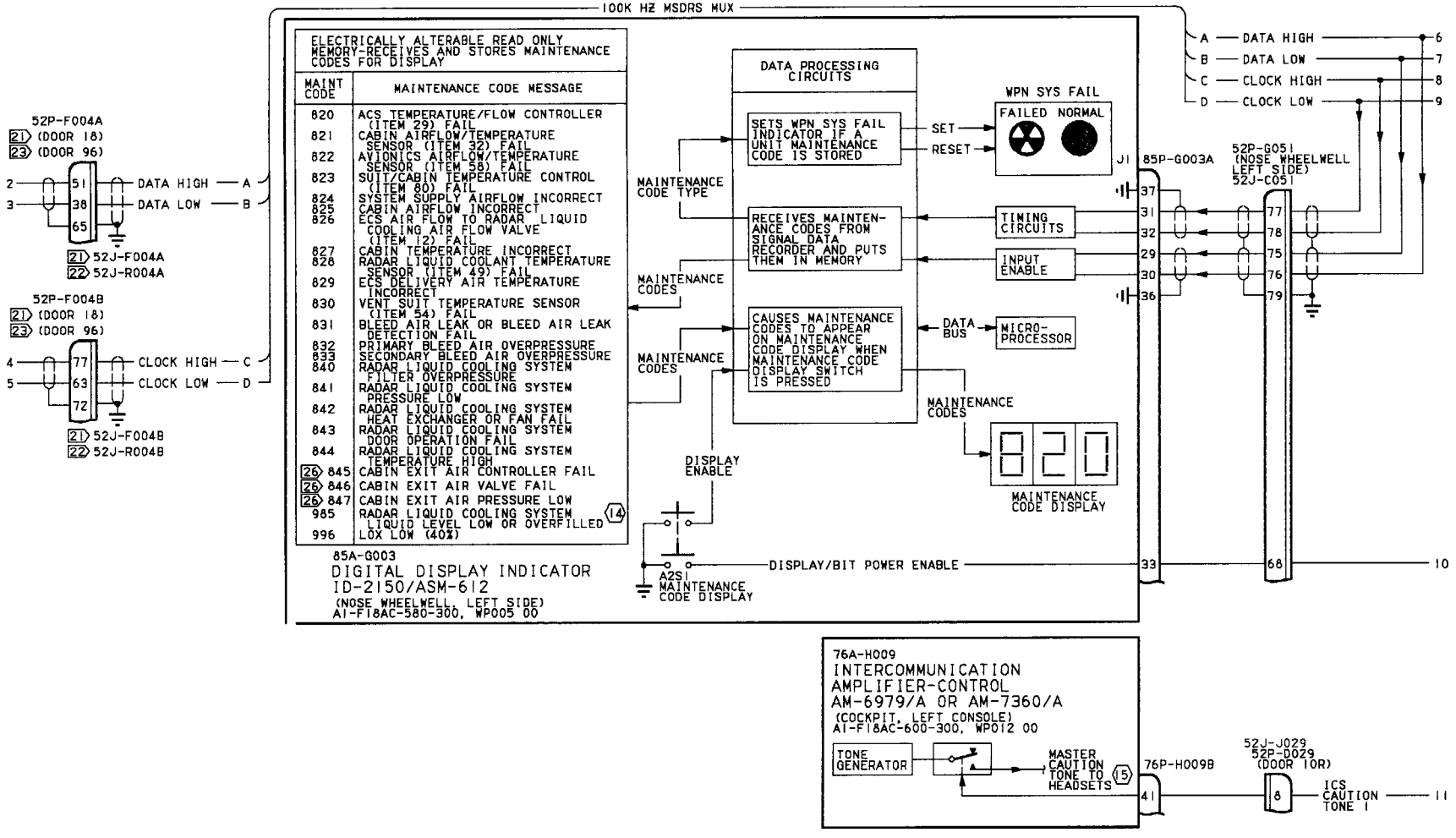


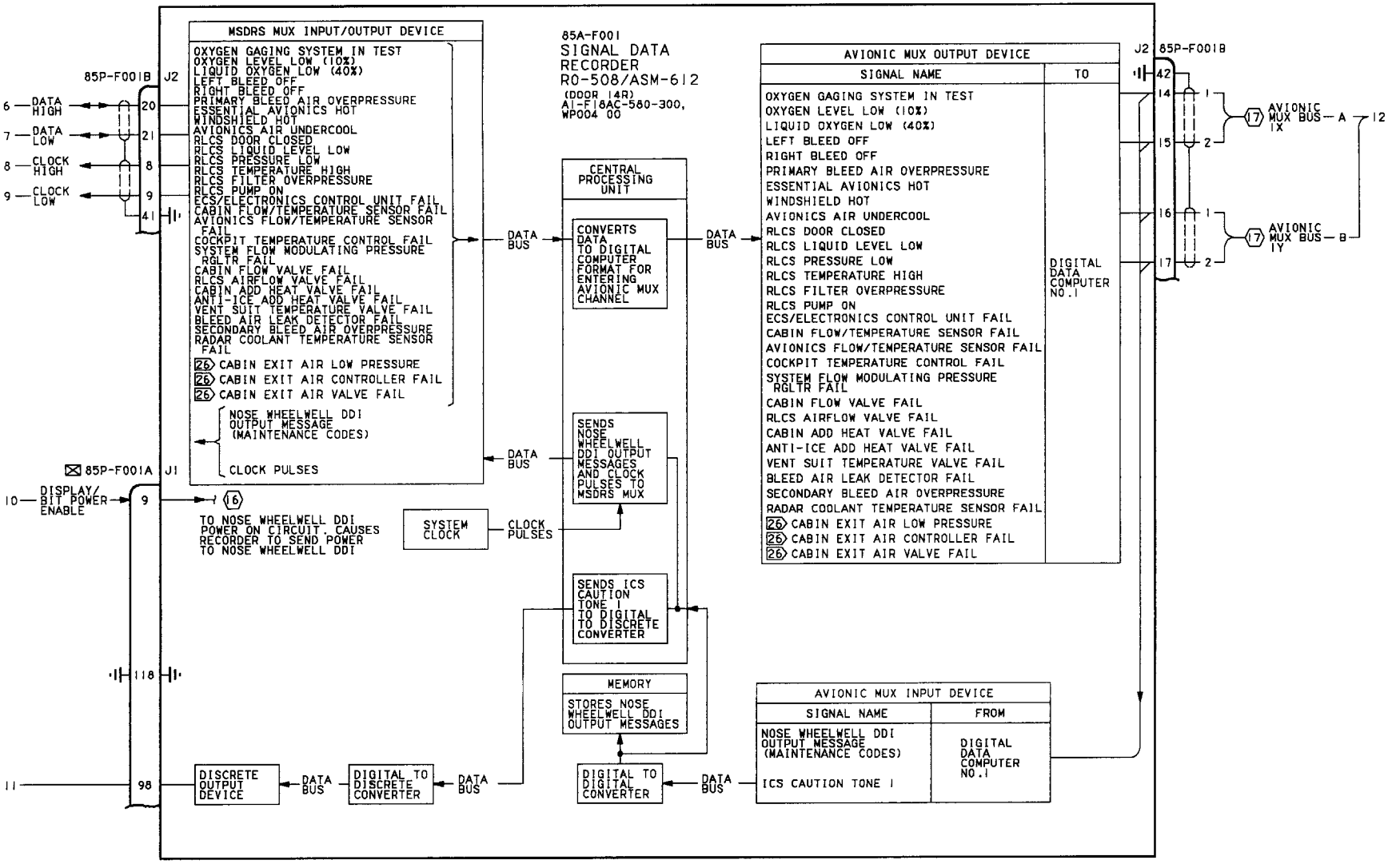
Figure 1. Environmental Control Systems Interface Schematic (Sheet 3)

01500103



01500104

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 4)** **Figure 1.**



01500105

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 5)** **Figure 1.**

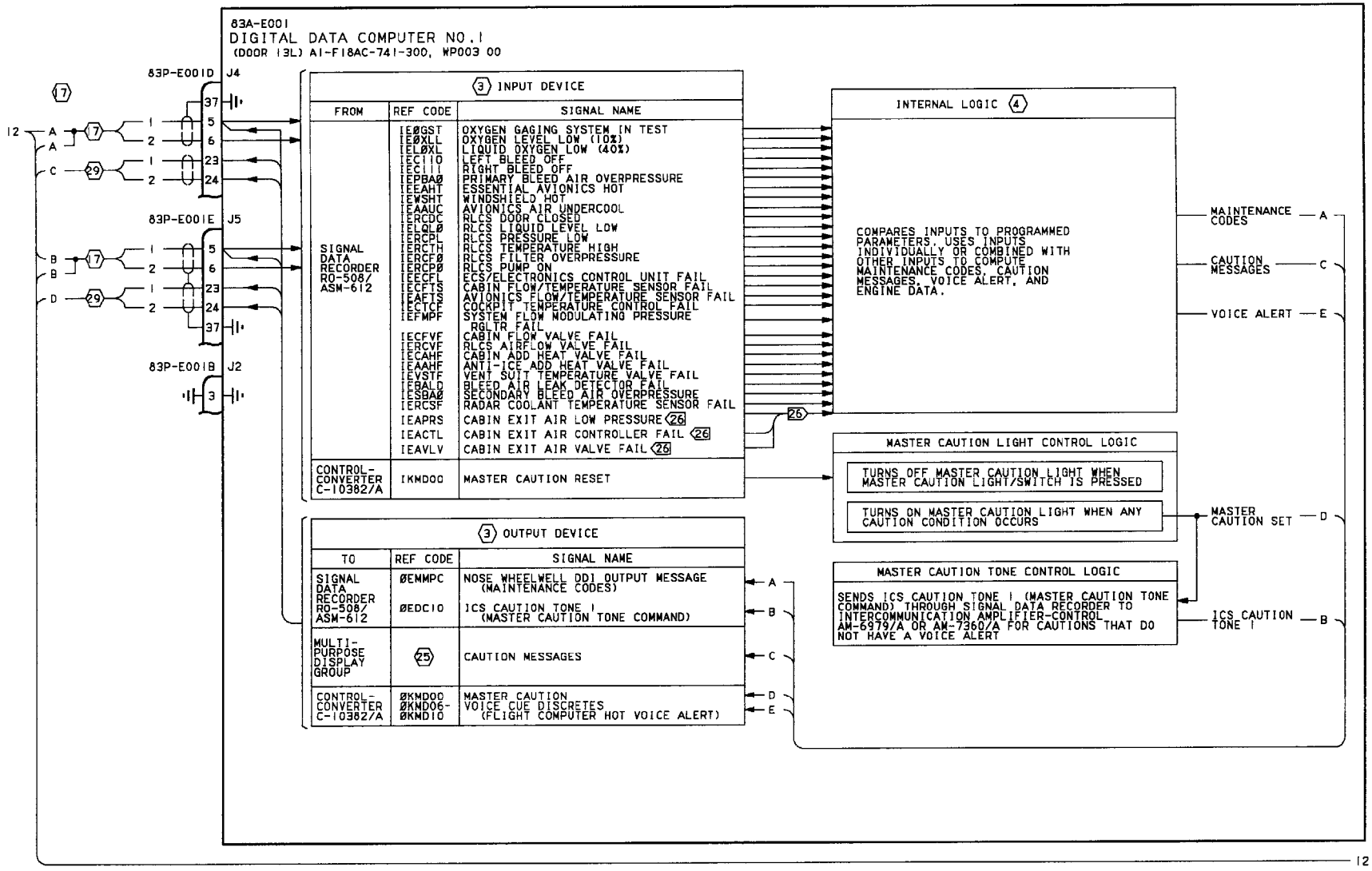
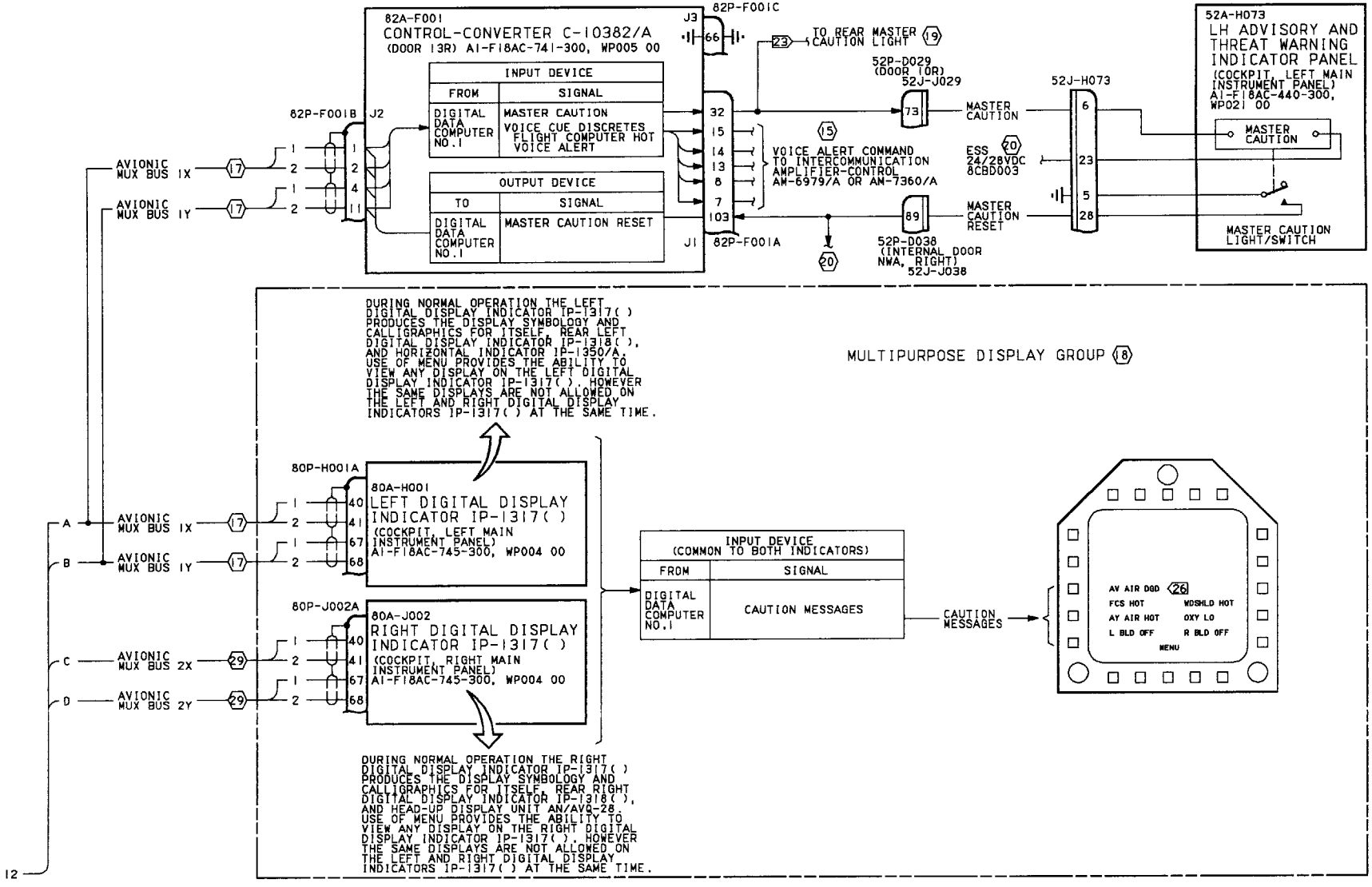


Figure 1.

Figure 1. Environmental Control Systems Interface Schematic (Sheet 6)

Figure 1.



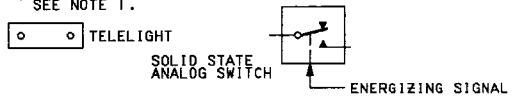
01500107

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 7)** **Figure 1.**

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT SEE NOTE 1.



   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTORS. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIN-100.

(4) ENVIRONMENTAL CONTROL SYSTEMS MAINTENANCE CODES AND CAUTIONS SCHEMATICS, A1-F18AC-410-500.

(5) RADAR LIQUID COOLING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP014 00.

(6) CABIN COOLING AND DEFOG SYSTEM SCHEMATIC, A1-F18AC-410-500, WP008 00.

(7) AVIONICS COOLING SYSTEM SCHEMATIC-EXCEPT COCKPIT, A1-F18AC-410-500, WP009 00.

(8) AIR CYCLE AIR CONDITIONING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP007 00.

(9) VENT SUIT SYSTEM SCHEMATIC, A1-F18AC-410-500, WP012 00.

(10) WINDSHIELD ANTI-ICE AND RAIN REMOVAL SYSTEM SCHEMATIC, A1-F18AC-410-500, WP013 00.

(11) BLEED AIR SYSTEM SCHEMATIC, A1-F18AC-410-500, WP005 00.

(12) OXYGEN SYSTEM SCHEMATIC, A1-F18AC-410-500, WP016 00.

(13) BLEED AIR LEAK DETECTION SYSTEM SCHEMATIC, A1-F18AC-410-500, WP006 00.

(14) MAINTENANCE CODE 985 CAN ALSO BE DETECTED DURING TEST FOR FLUID LOW MAINTENANCE CODES. SEE FLUIDS TEST SCHEMATIC, WP006 00.

(15) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(16) POWER SCHEMATIC, WP005 00.

(17) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(18) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(19) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(20) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(21) F/A-18A.

(22) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(23) F/A-18B.

(24) 162445 AND UP.

(25) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(26) 163092 AND UP.

(27) F/A-18A 163092 AND UP.

(28) F/A-18B 163104 AND UP.

(29) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - ENVIRONMENTAL CONTROL SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

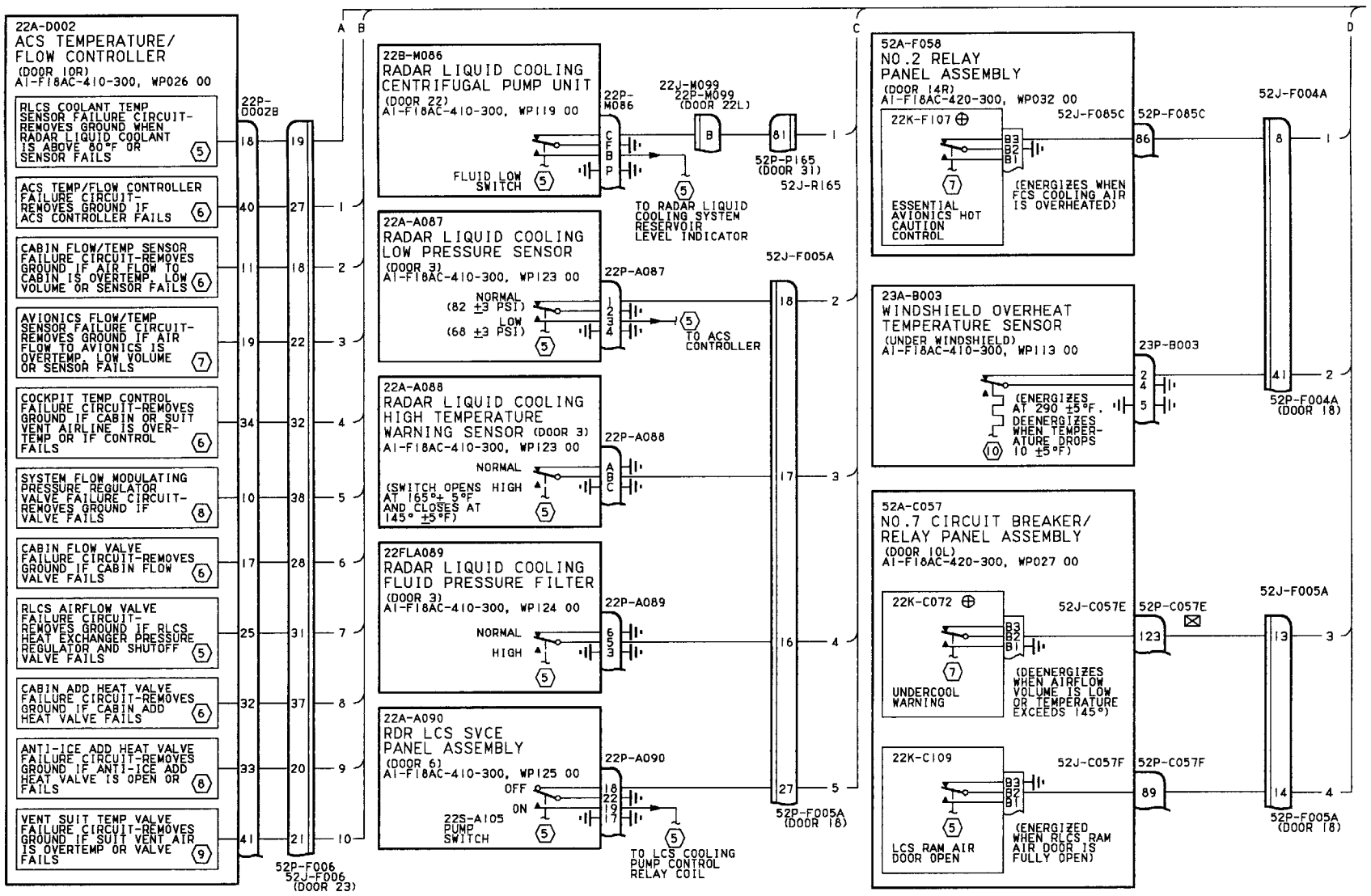
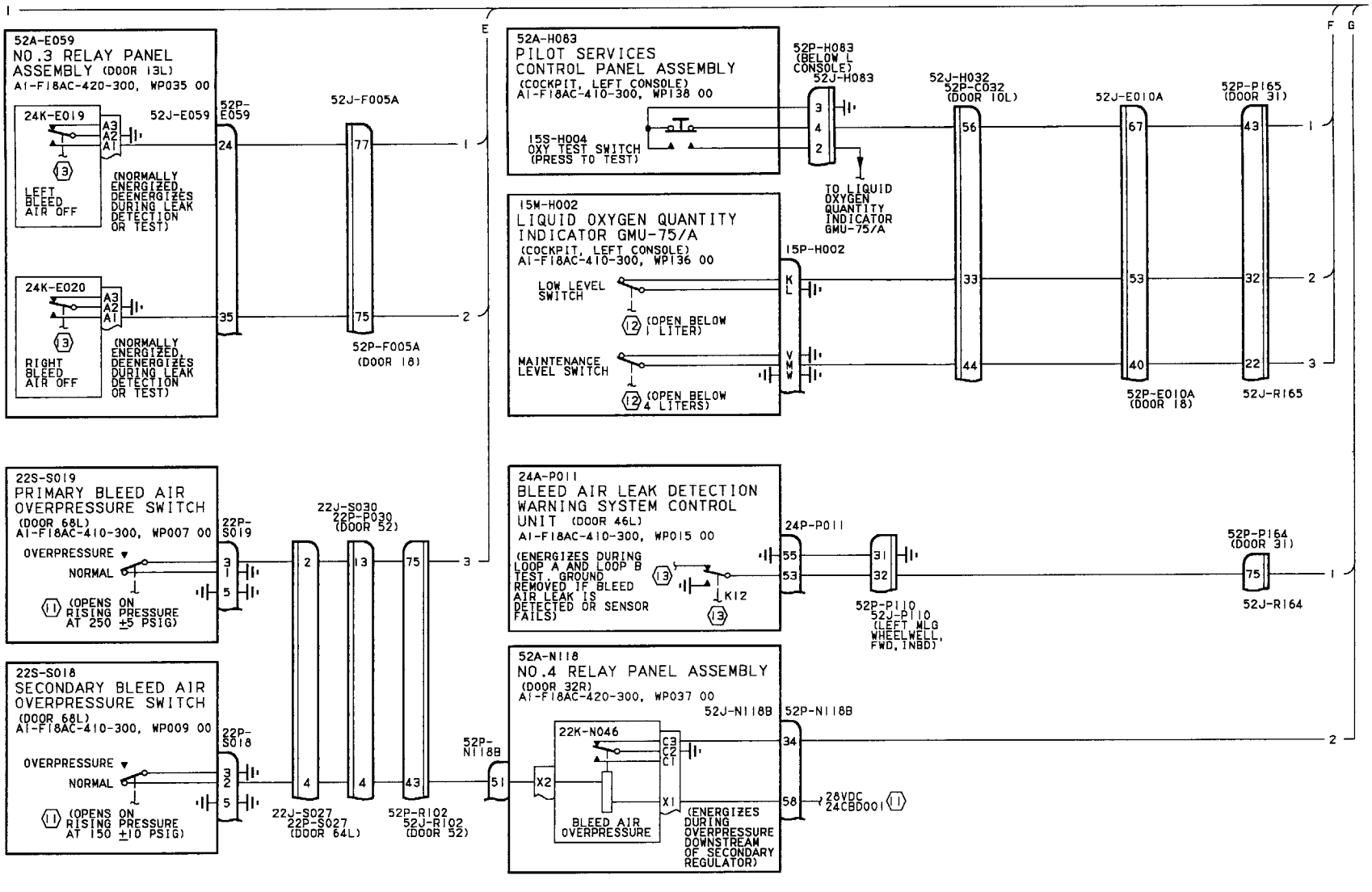


Figure 1.

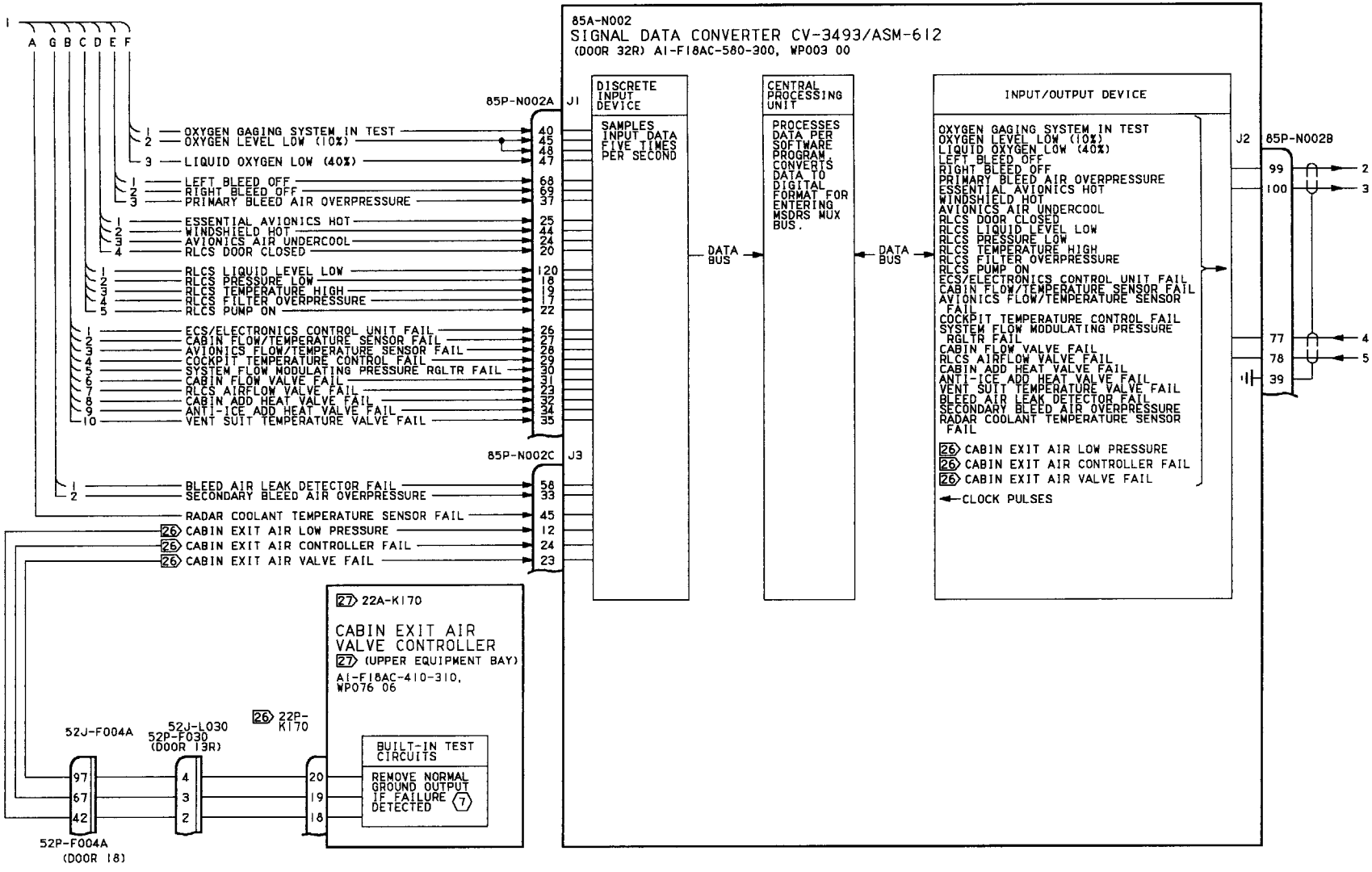
Figure 1. Environmental Control Systems Interface Schematic (Sheet 1)

Figure 1.



15010102

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 2)** **Figure 1.**



15010103

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 3)** **Figure 1.**

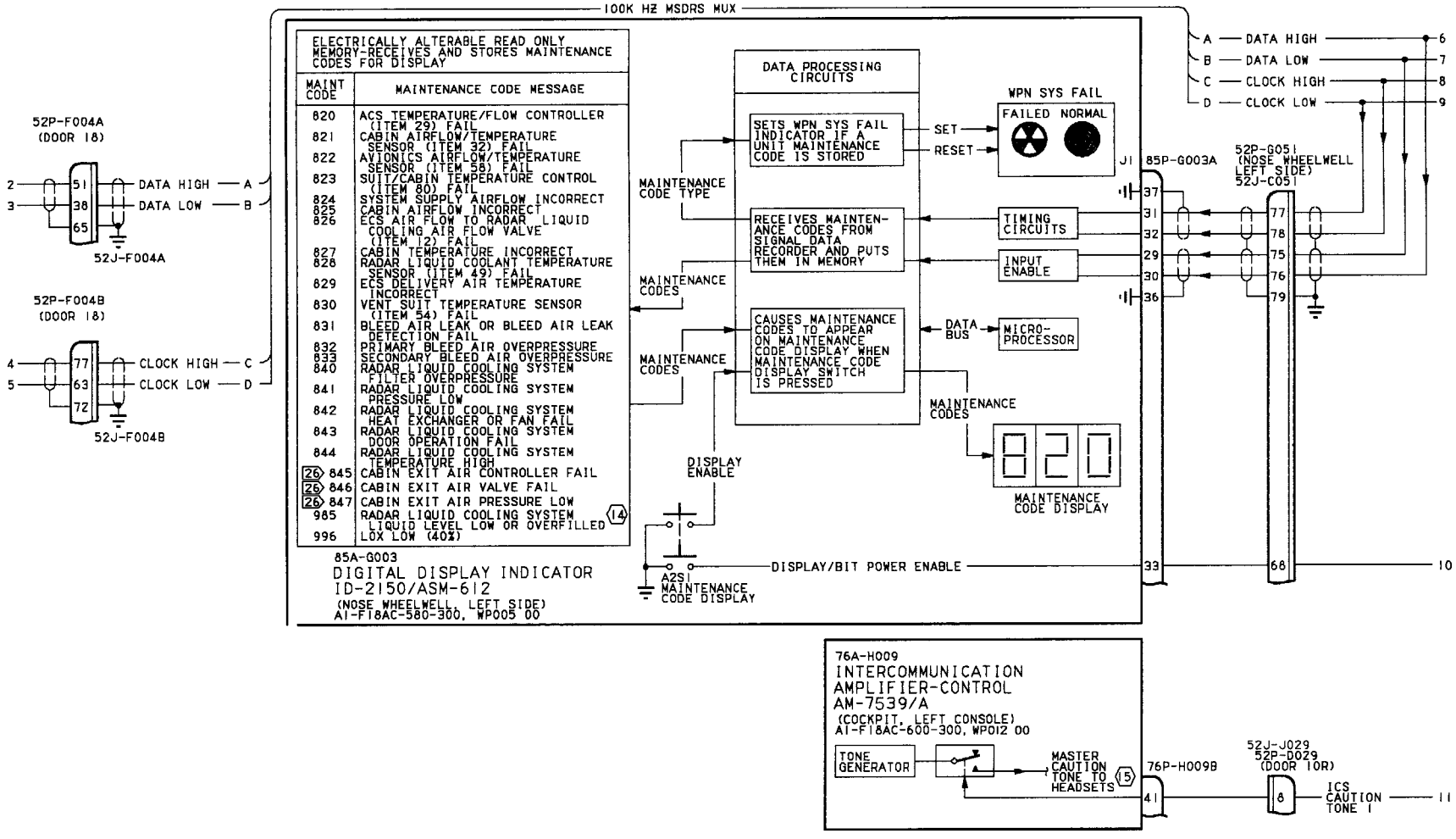
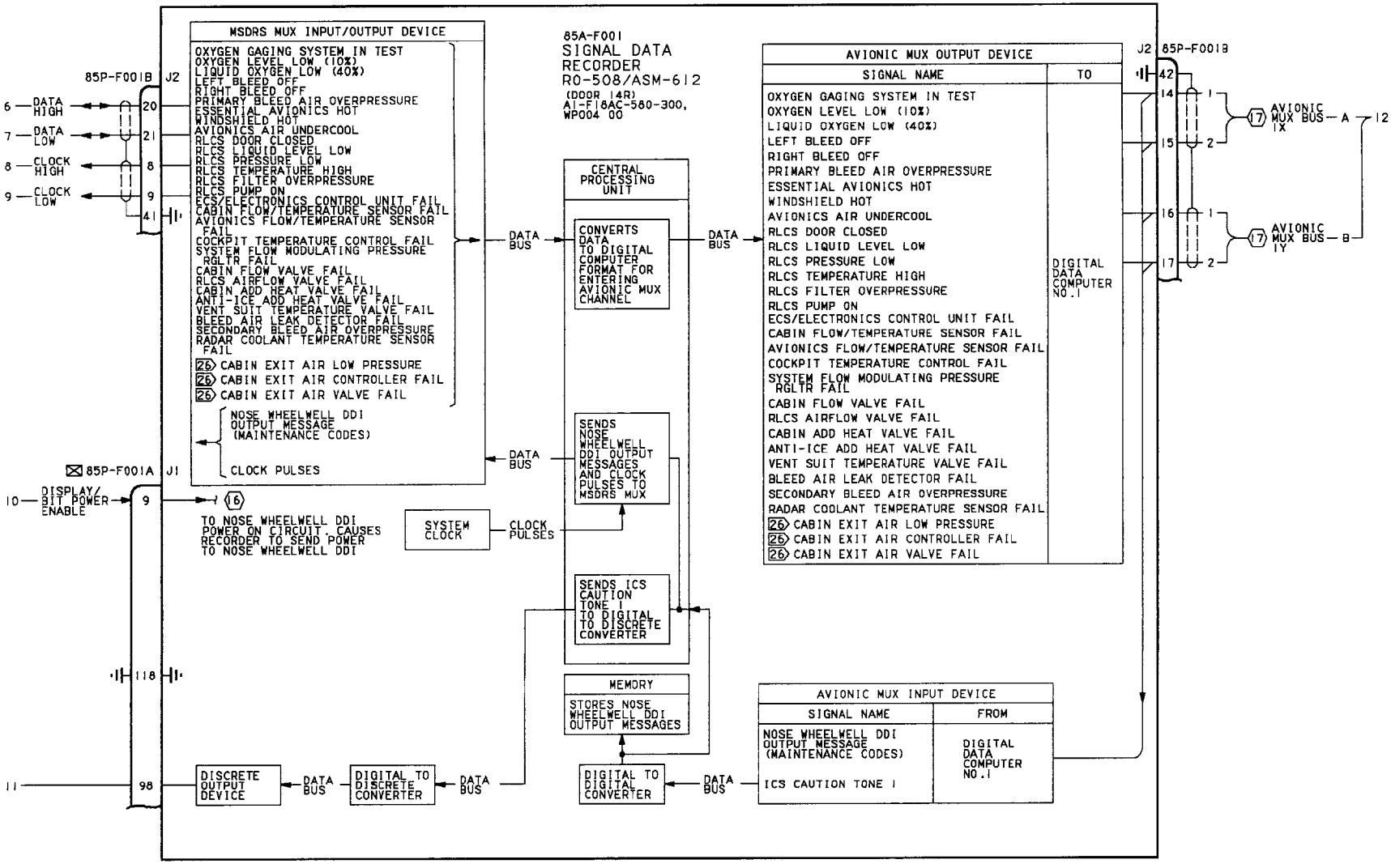


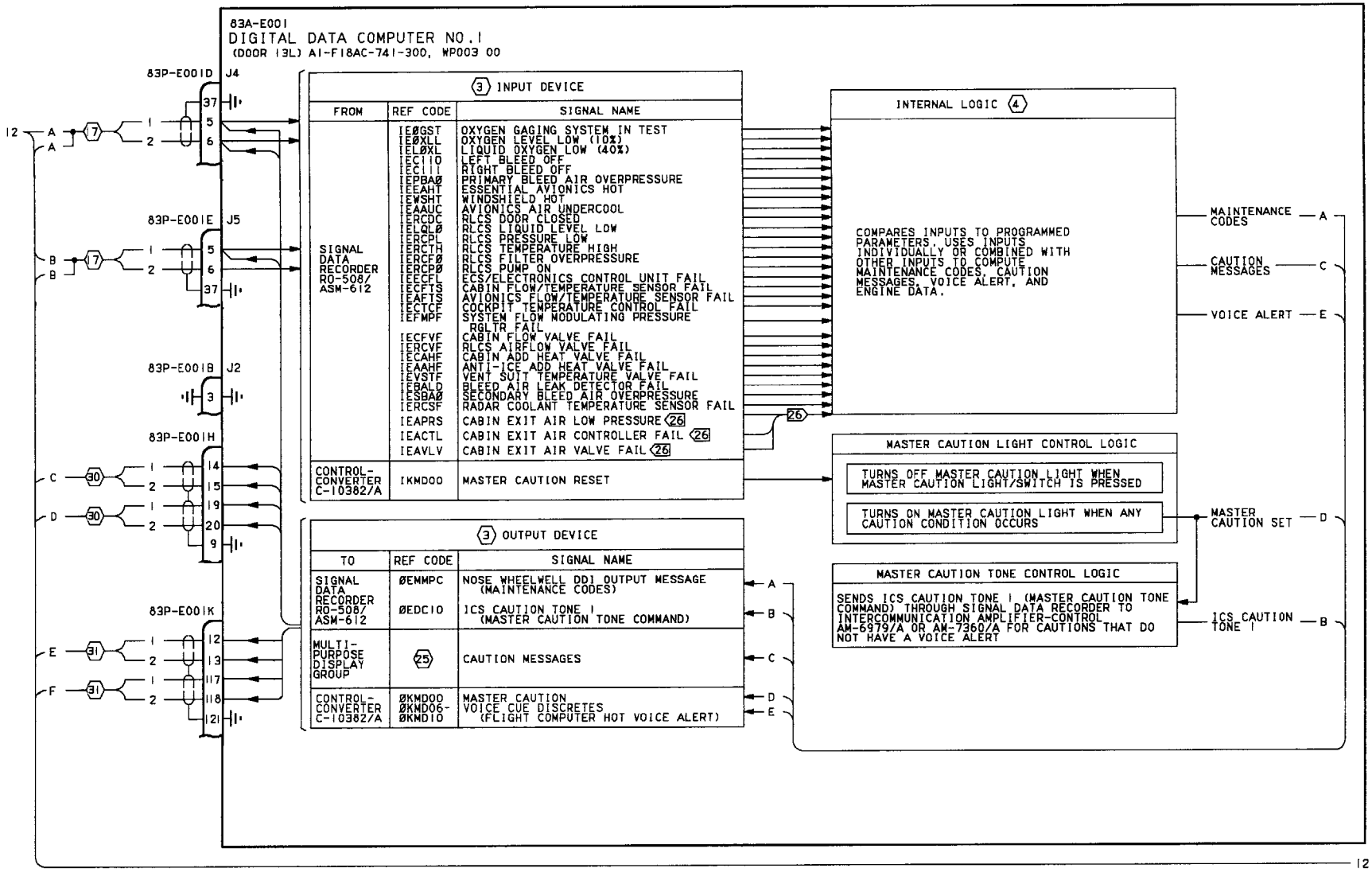
Figure 1. Environmental Control Systems Interface Schematic (Sheet 4)

15010104



15010105

Figure 1. Environmental Control Systems Interface Schematic (Sheet 5)

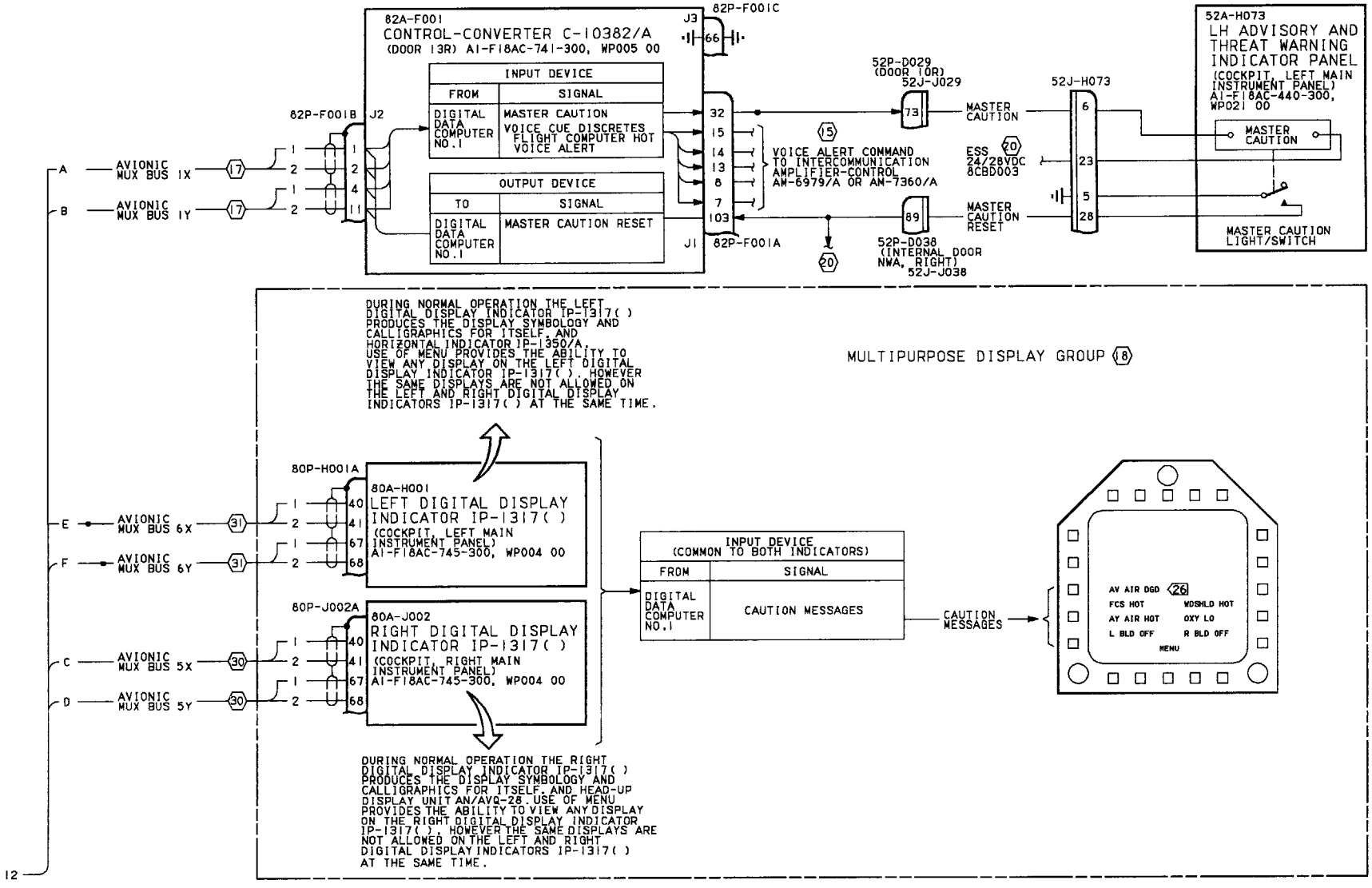


15010106

Figure 1.

Figure 1. Environmental Control Systems Interface Schematic (Sheet 6)

Figure 1.



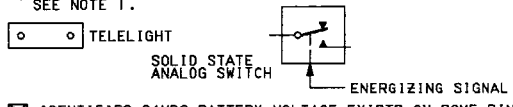
15010107

Figure 1. **Figure 1. Environmental Control Systems Interface Schematic (Sheet 7)** **Figure 1.**

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT SEE NOTE 1.



   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTORS. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIN-100.

(4) ENVIRONMENTAL CONTROL SYSTEMS MAINTENANCE CODES AND CAUTIONS SCHEMATICS, A1-F18AC-410-500.

(5) RADAR LIQUID COOLING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP014 00.

(6) CABIN COOLING AND DEFOG SYSTEM SCHEMATIC, A1-F18AC-410-500, WP008 00.

(7) AVIONICS COOLING SYSTEM SCHEMATIC-EXCEPT COCKPIT, A1-F18AC-410-500, WP009 00.

(8) AIR CYCLE AIR CONDITIONING SYSTEM SCHEMATIC, A1-F18AC-410-500, WP007 00.

(9) VENT SUIT SYSTEM SCHEMATIC, A1-F18AC-410-500, WP012 00.

(10) WINDSHIELD ANTI-ICE AND RAIN REMOVAL SYSTEM SCHEMATIC, A1-F18AC-410-500, WP013 00.

(11) BLEED AIR SYSTEM SCHEMATIC, A1-F18AC-410-500, WP005 00.

(12) OXYGEN SYSTEM SCHEMATIC, A1-F18AC-410-500, WP016 00.

(13) BLEED AIR LEAK DETECTION SYSTEM SCHEMATIC, A1-F18AC-410-500, WP006 00.

(14) MAINTENANCE CODE 985 CAN ALSO BE DETECTED DURING TEST FOR FLUID LOW MAINTENANCE CODES. SEE FLUIDS TEST SCHEMATIC, WP006 00.

(15) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(16) POWER SCHEMATIC, WP005 00.

(17) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(18) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(19) DELETED.

(20) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(21) DELETED.

(22) DELETED.

(23) DELETED.

(24) DELETED.

(25) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST. A1-F18AC-745-200, WP004 00.

(26) 163092 AND UP.

(27) DELETED.

(28) DELETED.

(29) DELETED.

(30) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(31) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

15010108

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - LANDING GEAR AND RELATED SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292 AND F/A-18B

This WP supersedes WP005 00, dated 1 October 1988.

Reference Material

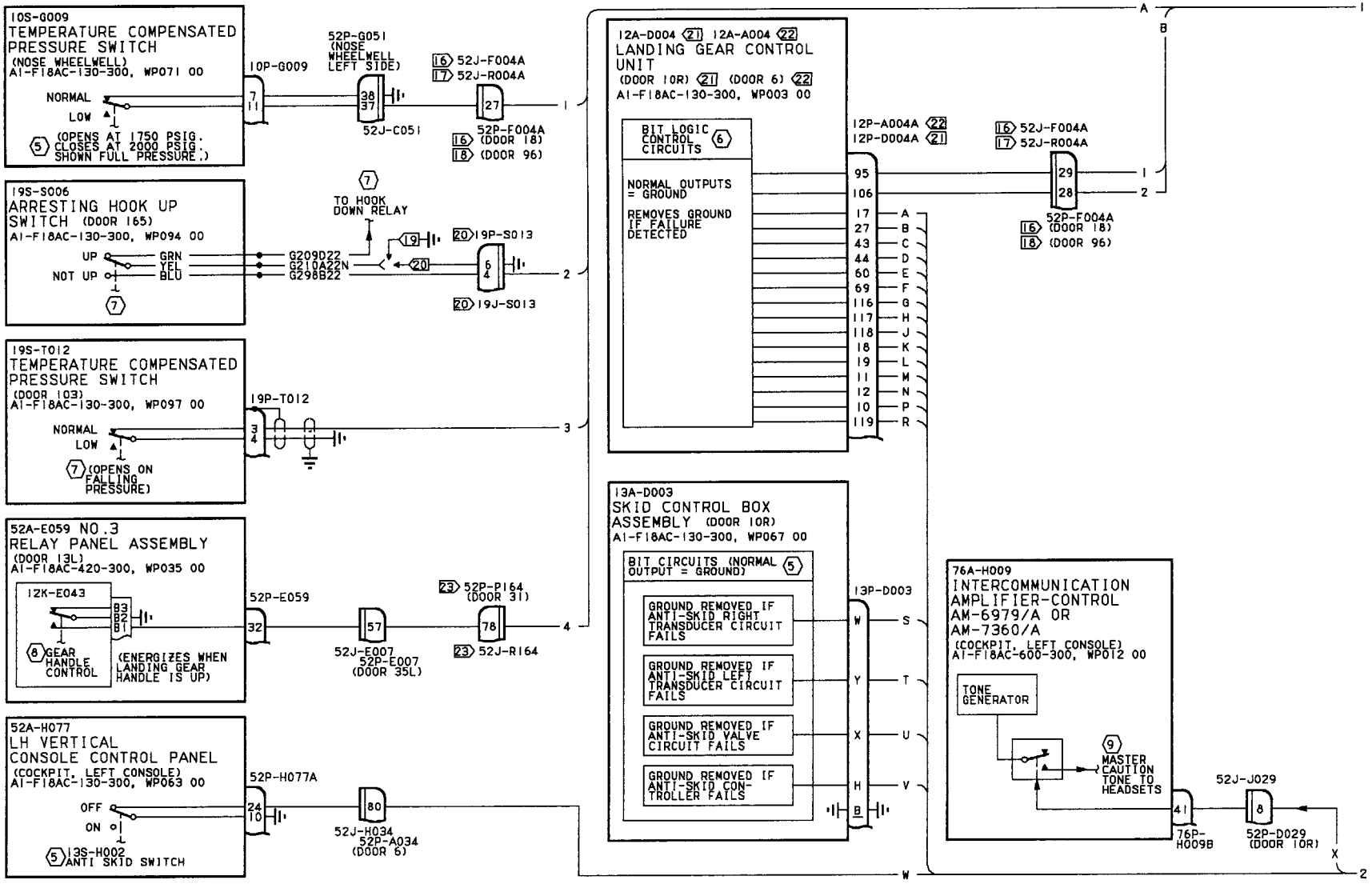
None

Alphabetical Index

Subject **Page No.**

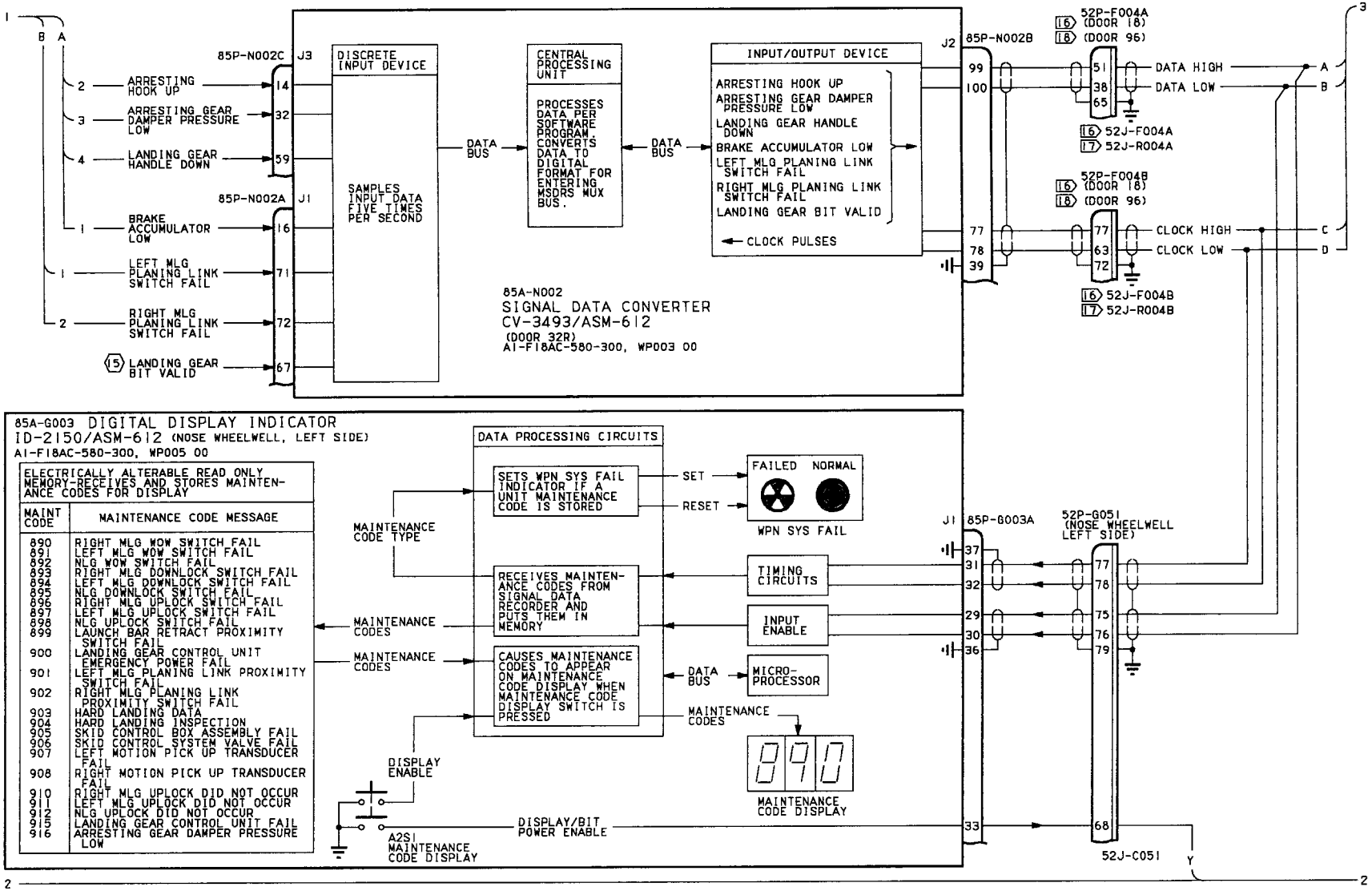
Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 48	-	Alternating Current Bus Isolation (ECP MDA-F/A-18-00121)	1 Sep 86	ECP coverage only



01600101

Figure 1. **Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 1)** **Figure 1.**



01600102

Figure 1. **Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 2)** **Figure 1.**

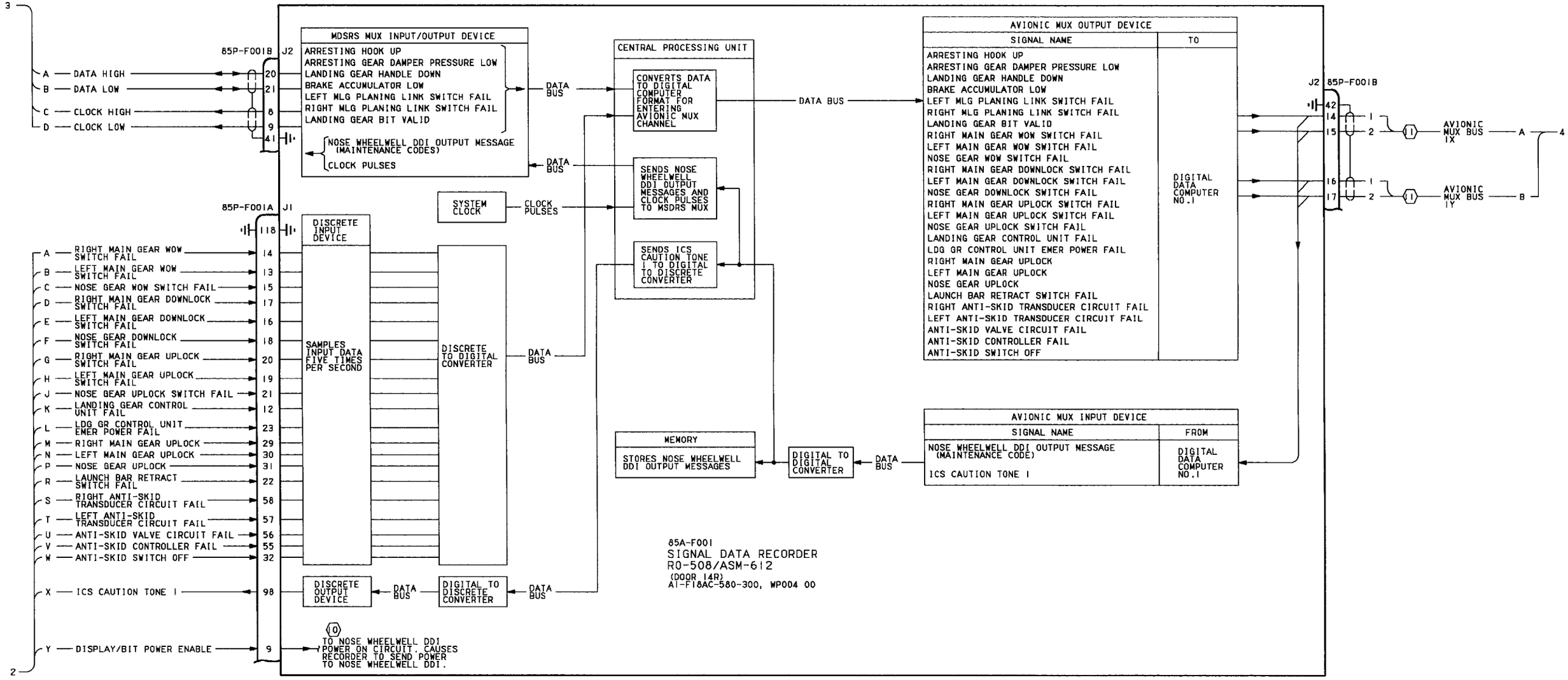


Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 3)

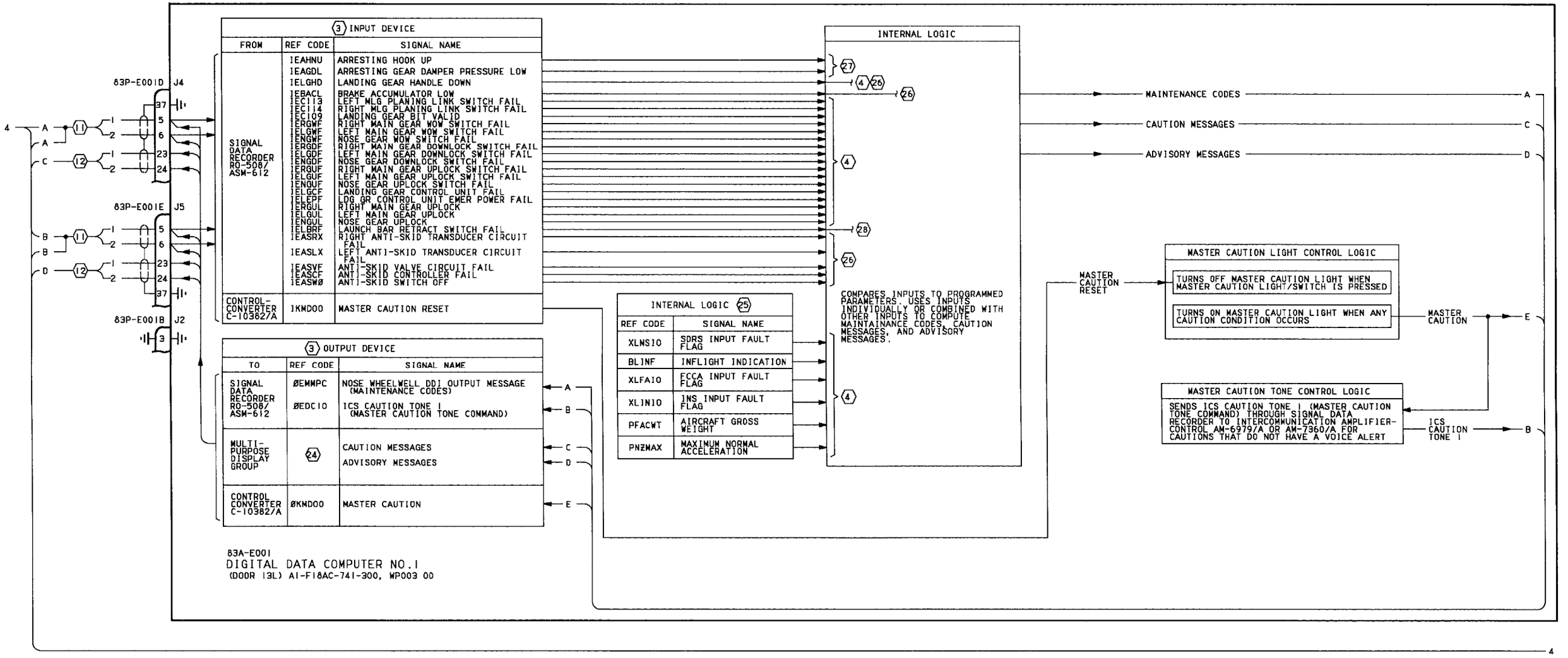
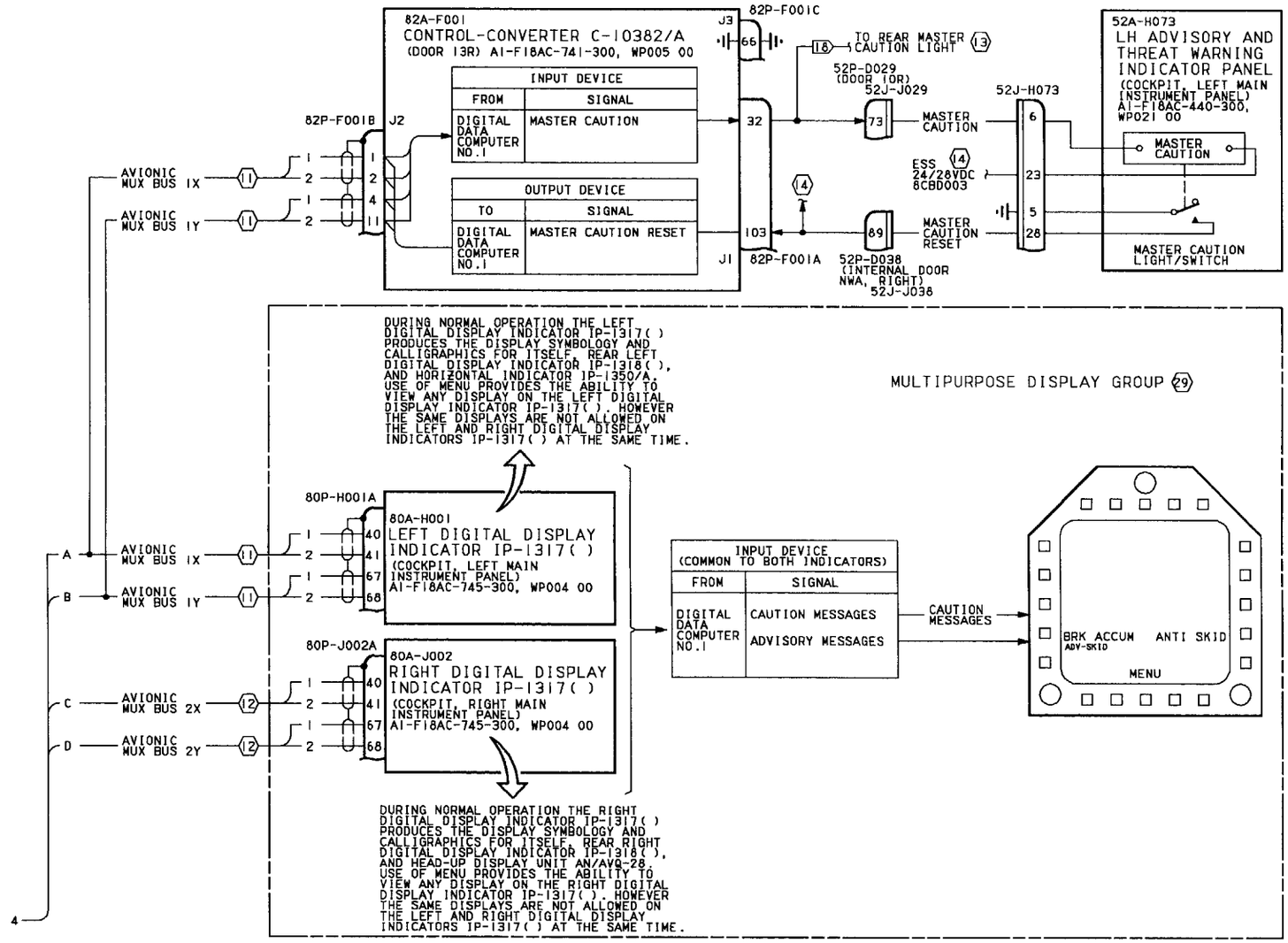


Figure 1.

Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 4)

01600104

Figure 1.



LEGEND

1. CONTINUITY TEST:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
2. NONSTANDARD SYMBOLS
   ⊕ INDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.

TELELIGHT
ANALOG SWITCH
ENERGIZING SIGNAL

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) LANDING GEAR SYSTEM MAINTENANCE CODES SCHEMATIC, A1-F18AC-130-500, WP007 00.

(5) WHEELBRAKE AND ANTI-SKID SYSTEM SCHEMATIC, A1-F18AC-130-500, WP008 01.

(6) LANDING GEAR BIT SYSTEM SCHEMATIC, A1-F18AC-130-500, WP007 00.

(7) ARRESTING GEAR SYSTEM SCHEMATIC, A1-F18AC-10-500, WP010 00.

(8) LANDING GEAR CONTROLLED RELAYS SCHEMATIC, A1-F18AC-130-500, WP006 00.

(9) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(10) POWER SCHEMATIC, WP005 00.

(11) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(12) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(13) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(14) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(15) INPUT ALWAYS OPEN TO INDICATE LANDING GEAR CONTROL UNIT BIT VALID.

(16) F/A-18A.

(17) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(18) F/A-18B.

(19) 161353 THRU 161521.

(20) 161522 AND UP.

(21) 161353 THRU 161987, BEFORE F/A-18 AFC 48.

(22) 162394 AND UP, ALSO 161353 THRU 161987 AFTER F/A-18 AFC 48.

(23) 162445 AND UP.

(24) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(25) REF CODES USED FOR THESE COMPUTATIONS ARE MISSION COMPUTER INTERNAL MNEMONICS. TO LOCATE INTERNAL REF CODES IN A1-F18A( )-OLD-000, USE THE LOGIC DIAGRAMS FOR THE INPUT/OUTPUT REF CODES.

(26) WHEEL BRAKE AND ANTI SKID SYSTEM CAUTION AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-130-500, WP008 01.

(27) ARRESTING GEAR SYSTEM MAINTENANCE CODE SCHEMATIC, A1-F18AC-130-500, WP010 00.

(28) CATAPULT SYSTEM BIT AND MAINTENANCE CODE SCHEMATIC F/A-18A AND F/A-18B, A1-F18AC-130-500, WP011 00.

(29) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1318( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 5)

01600105

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - LANDING GEAR AND RELATED SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

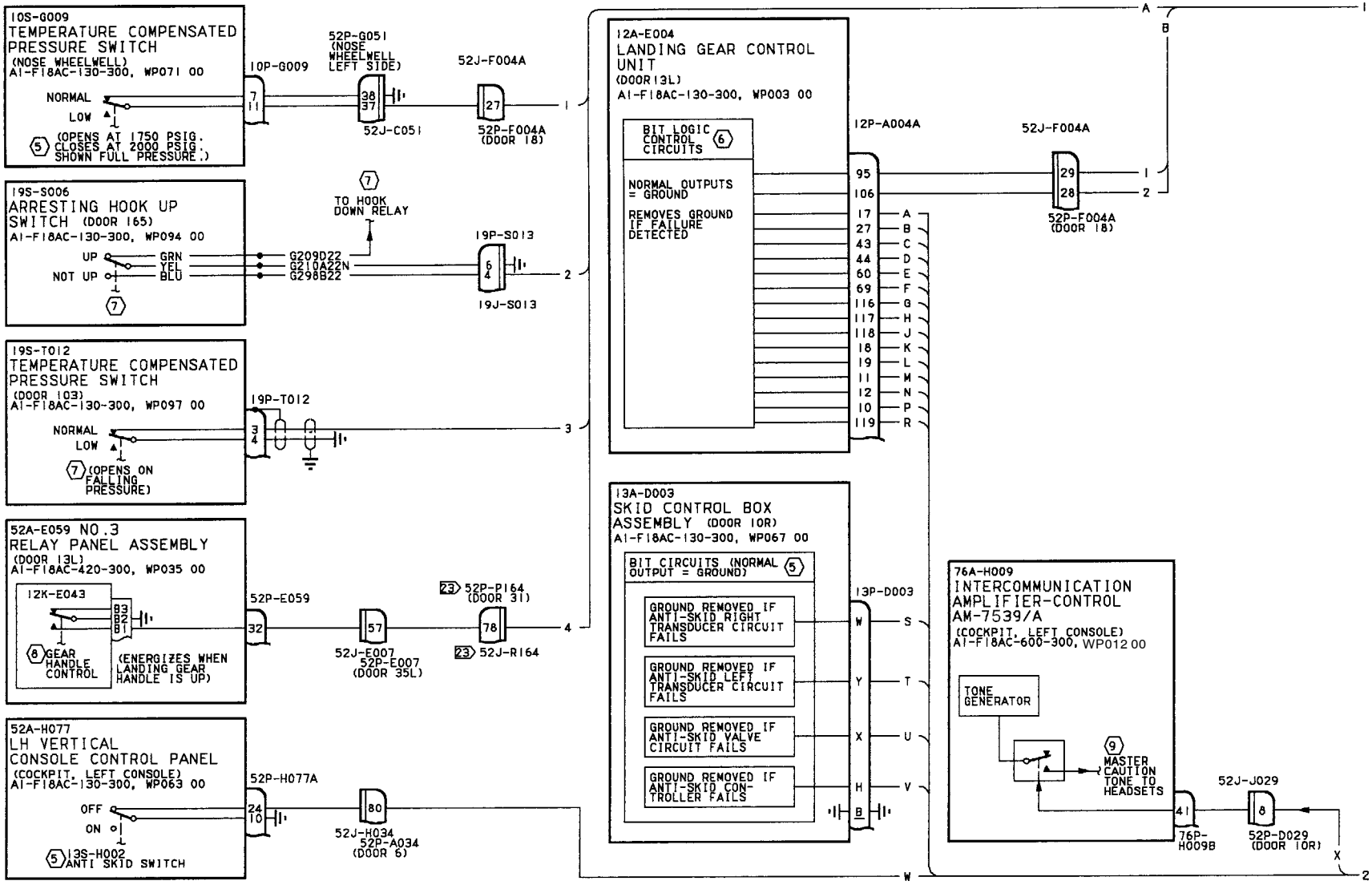
Reference Material

None

Alphabetical Index

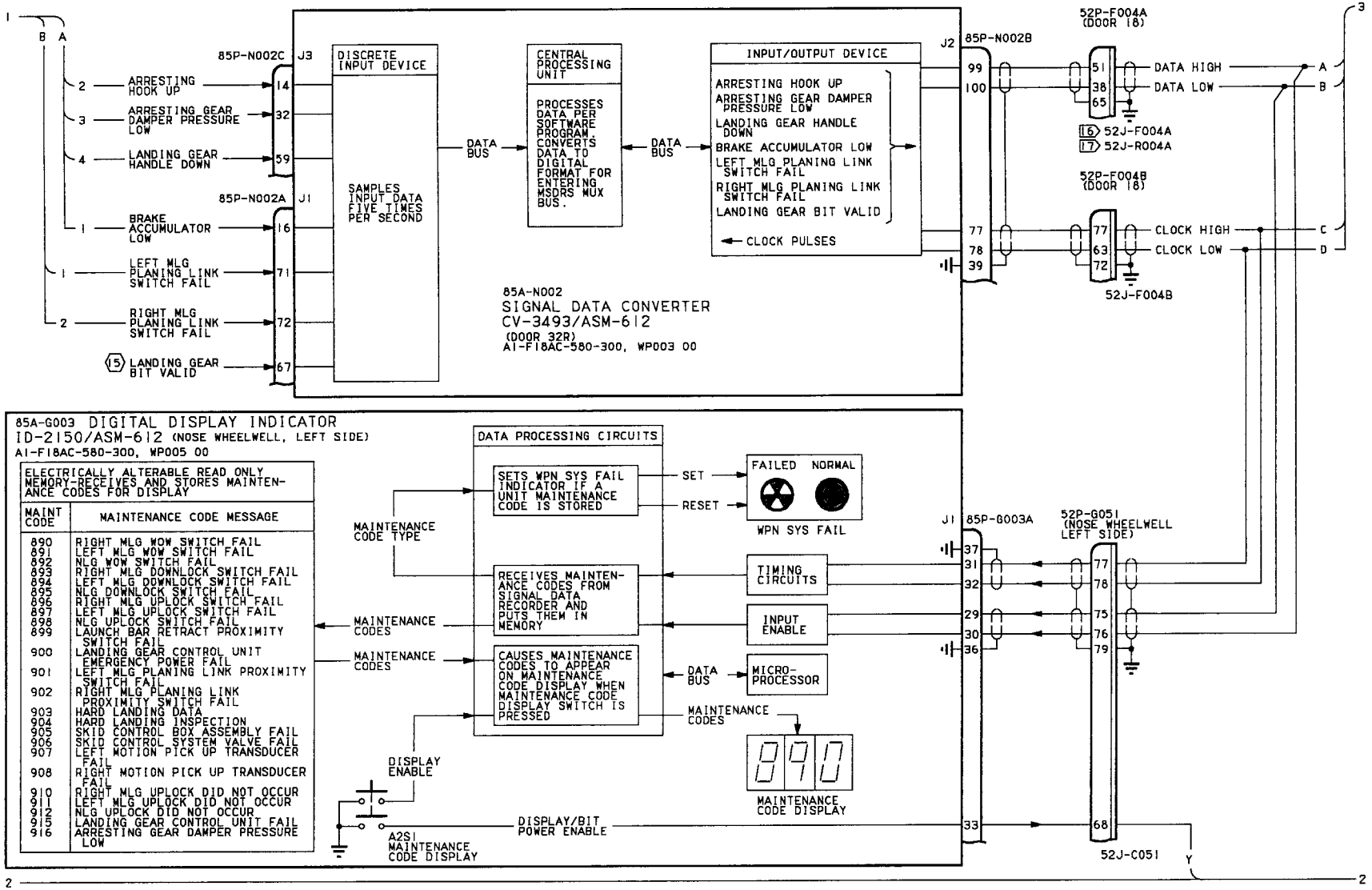
Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-



16010101

Figure 1. **Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 1)** **Figure 1.**



16010102

Figure 1. **Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 2)** **Figure 1.**

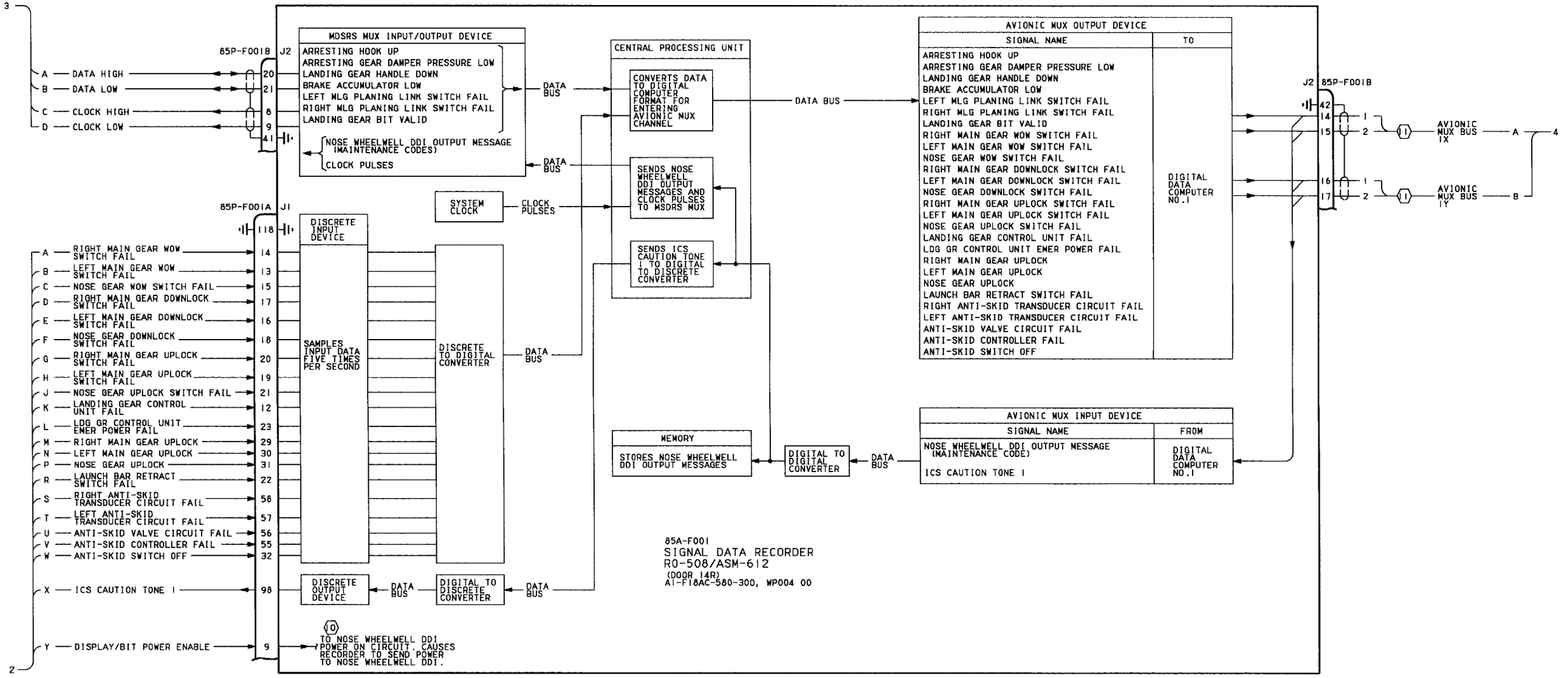
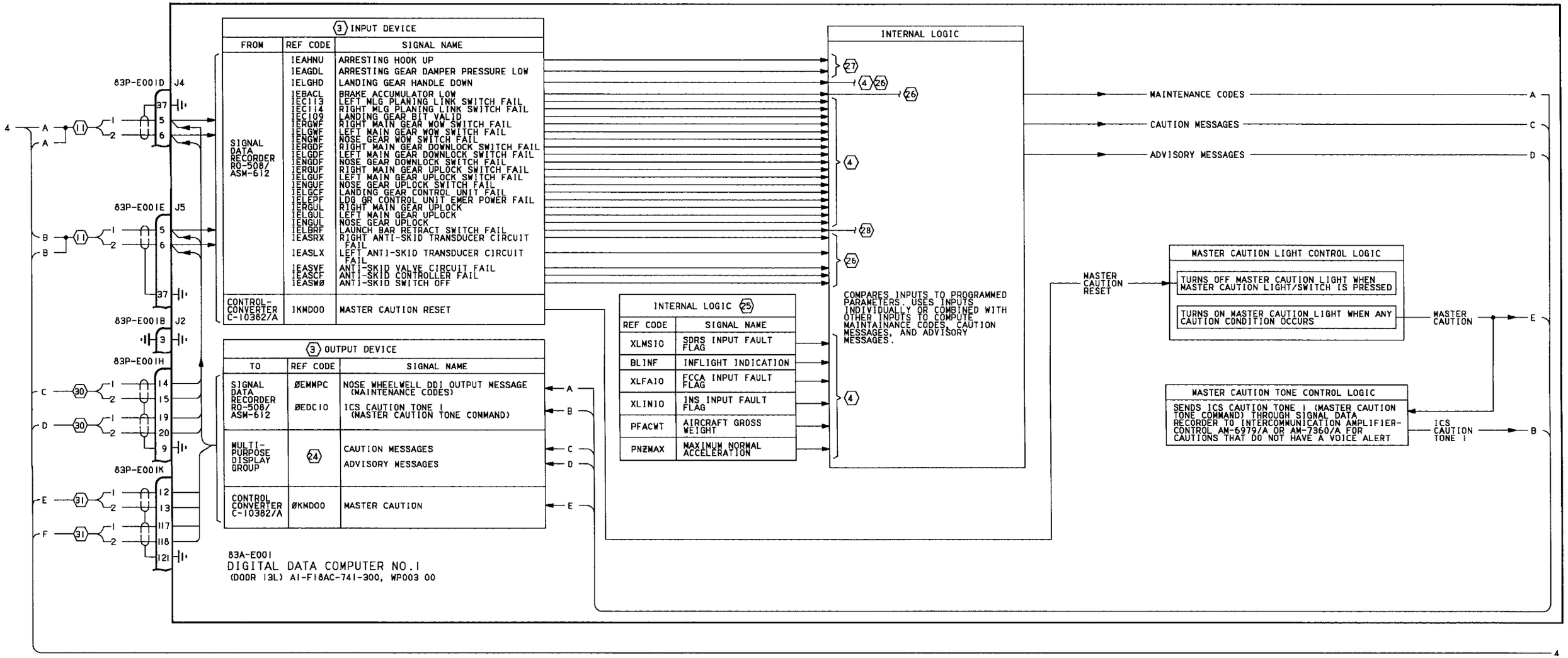


Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 3)

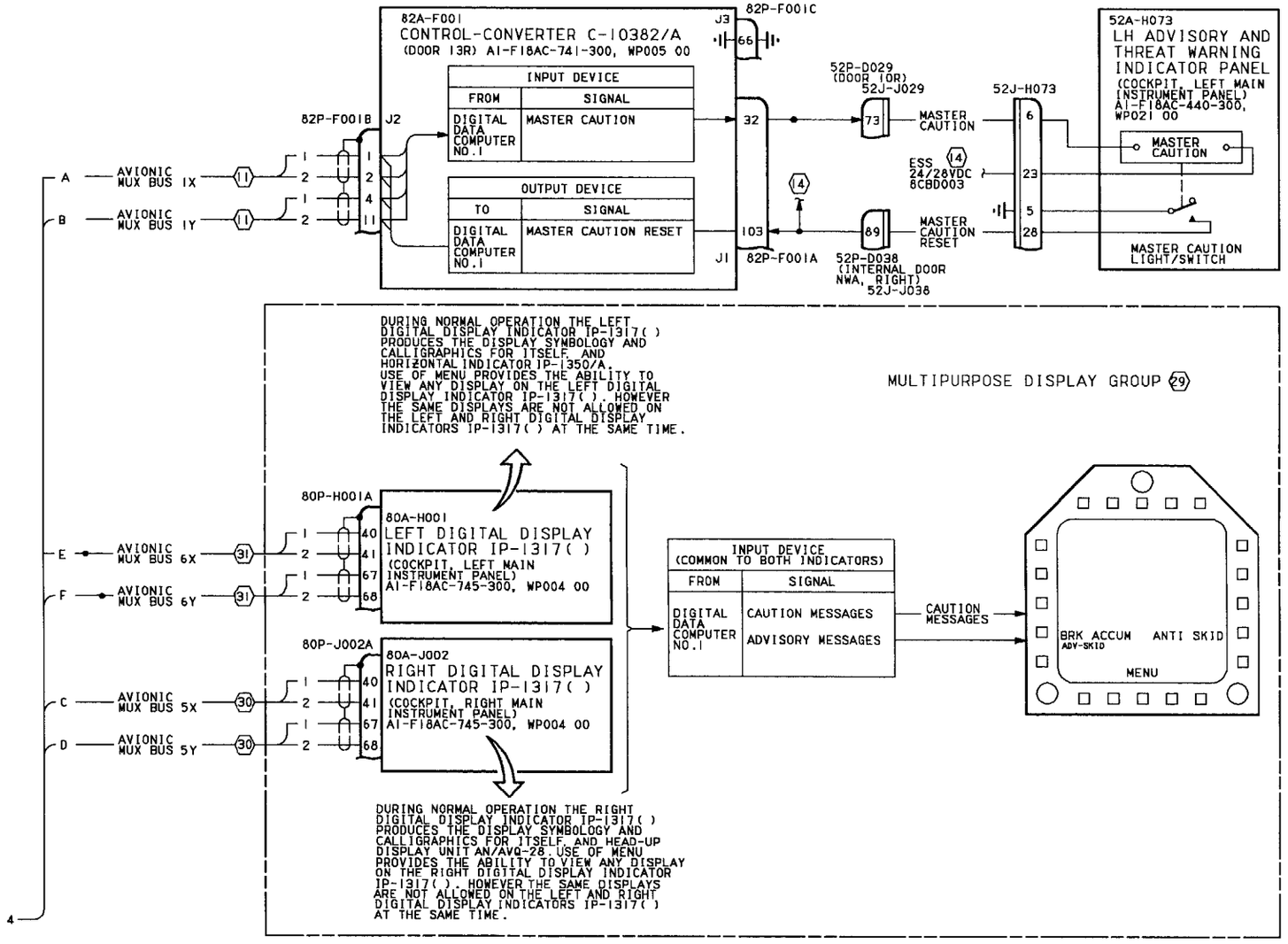
16010103

Figure 1.



16010104

Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 4)



LEGEND

1. CONTINUITY TEST:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDN-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
2. NONSTANDARD SYMBOLS
   ⊕ INDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.

TELELIGHT — ANALOG SWITCH — ENERGIZING SIGNAL

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-0LD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FTM-100.
(4) LANDING GEAR SYSTEM MAINTENANCE CODES SCHEMATIC, A1-F18AC-130-500, WP007 00.
(5) WHEELBRAKE AND ANTI-SKID SYSTEM SCHEMATIC, A1-F18AC-130-500, WP008 01.
(6) LANDING GEAR BIT SYSTEM SCHEMATIC, A1-F18AC-130-500, WP007 00.
(7) ARRESTING GEAR SYSTEM SCHEMATIC, A1-F18AC-10-500, WP010 00.
(8) LANDING GEAR CONTROLLED RELAYS SCHEMATIC, A1-F18AC-130-500, WP006 00.
(9) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.
(10) POWER SCHEMATIC, WP005 00.
(11) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(2) DELETED.
(3) DELETED.
(4) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.
(5) INPUT ALWAYS OPEN TO INDICATE LANDING GEAR CONTROL UNIT BIT VALID.
(16) DELETED.
(17) DELETED.
(18) DELETED.
(19) DELETED.
(20) DELETED.
(21) DELETED.
(22) DELETED.
(23) 162445 AND UP.
(24) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00.
(25) REF CODES USED FOR THESE COMPUTATIONS ARE MISSION COMPUTER INTERNAL MNEMONICS.
(26) WHEEL BRAKE AND ANTI SKID SYSTEM CAUTION AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-130-500, WP008 01.
(27) ARRESTING GEAR SYSTEM MAINTENANCE CODE SCHEMATIC, A1-F18AC-130-500, WP010 00.
(28) CATAPULT SYSTEM BIT AND MAINTENANCE CODE SCHEMATIC A1-F18AC-130-50 WP011 00.
(29) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.
(30) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.
(31) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

16010105

Figure 1. Landing Gear and Related Systems Interface Schematic (Sheet 5)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC ELECTRICAL AND HYDRAULIC SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292, AND F/A-18B

This WP supersedes WP017 00, dated 1 October 1988.

Reference Material

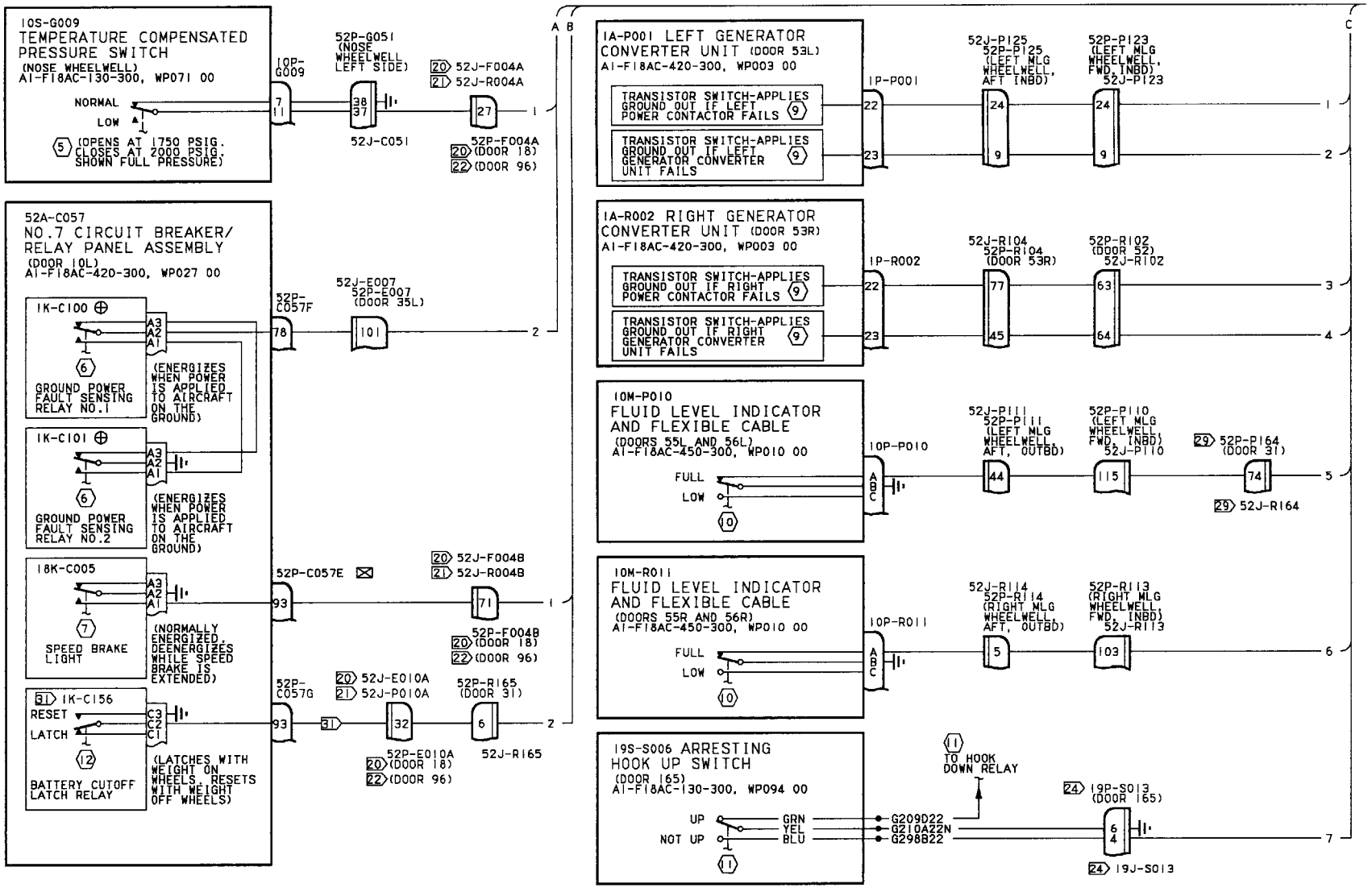
None

Alphabetical Index

Subject **Page No,**

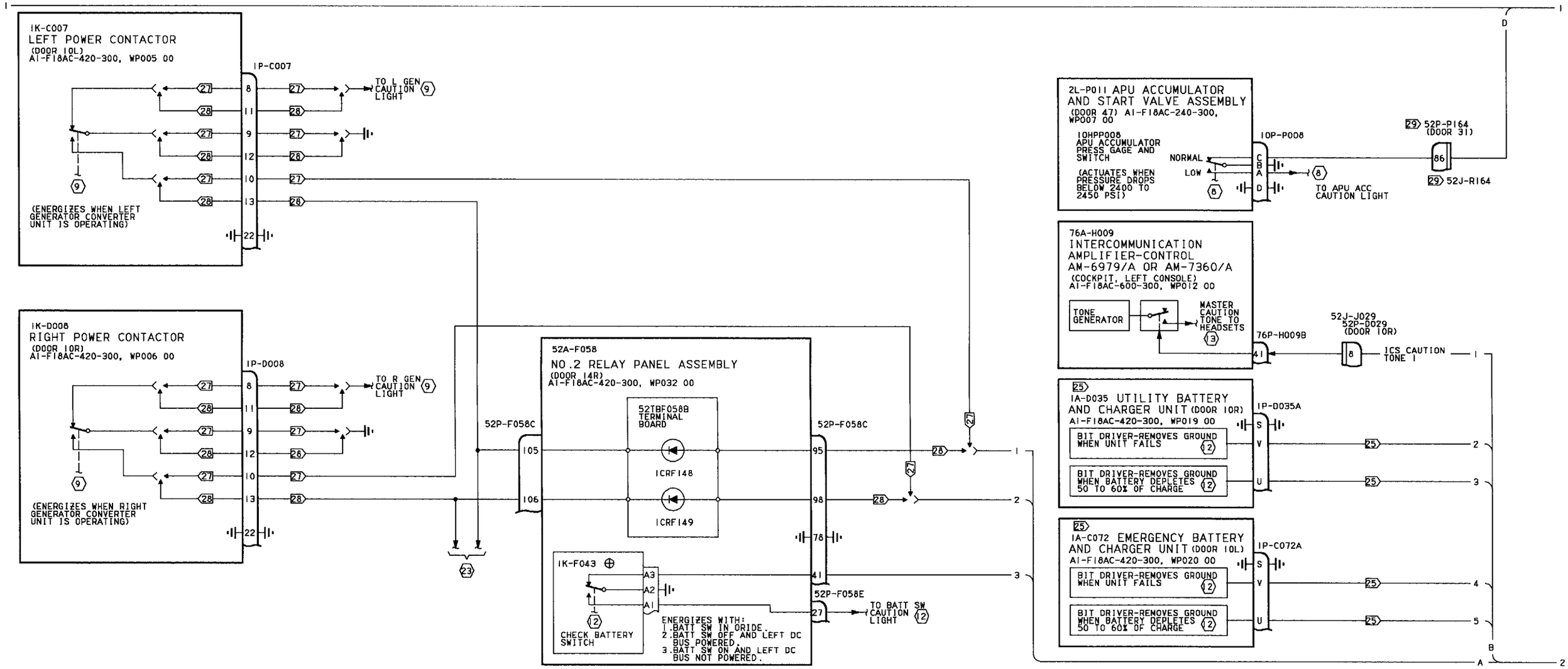
Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 49	-	Addition of Sealed Lead Acid Battery (ECP MDA-F/A-18-00074)	1 Sep 86	ECP coverage only
F/A-18 AFC 90	-	Incorporation of GFE Battery Relay Control Unit (ECP MDA-F/A-18-00165R1)	1 Oct 88	ECP coverage only



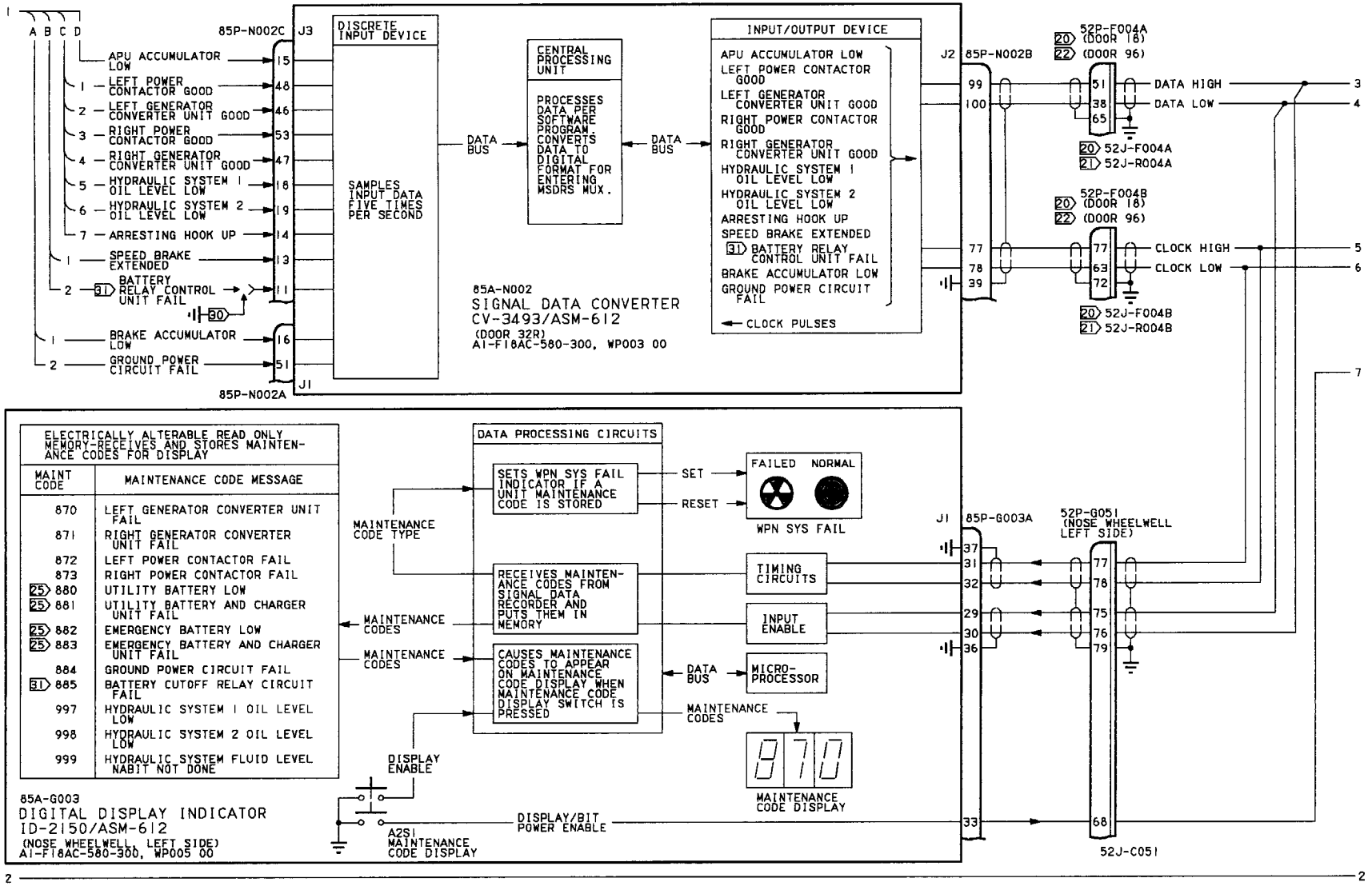
01700101

Figure 1. **Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 1)** **Figure 1.**



01700102

Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 2)



01700103

Figure 1. **Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 3)** **Figure 1.**

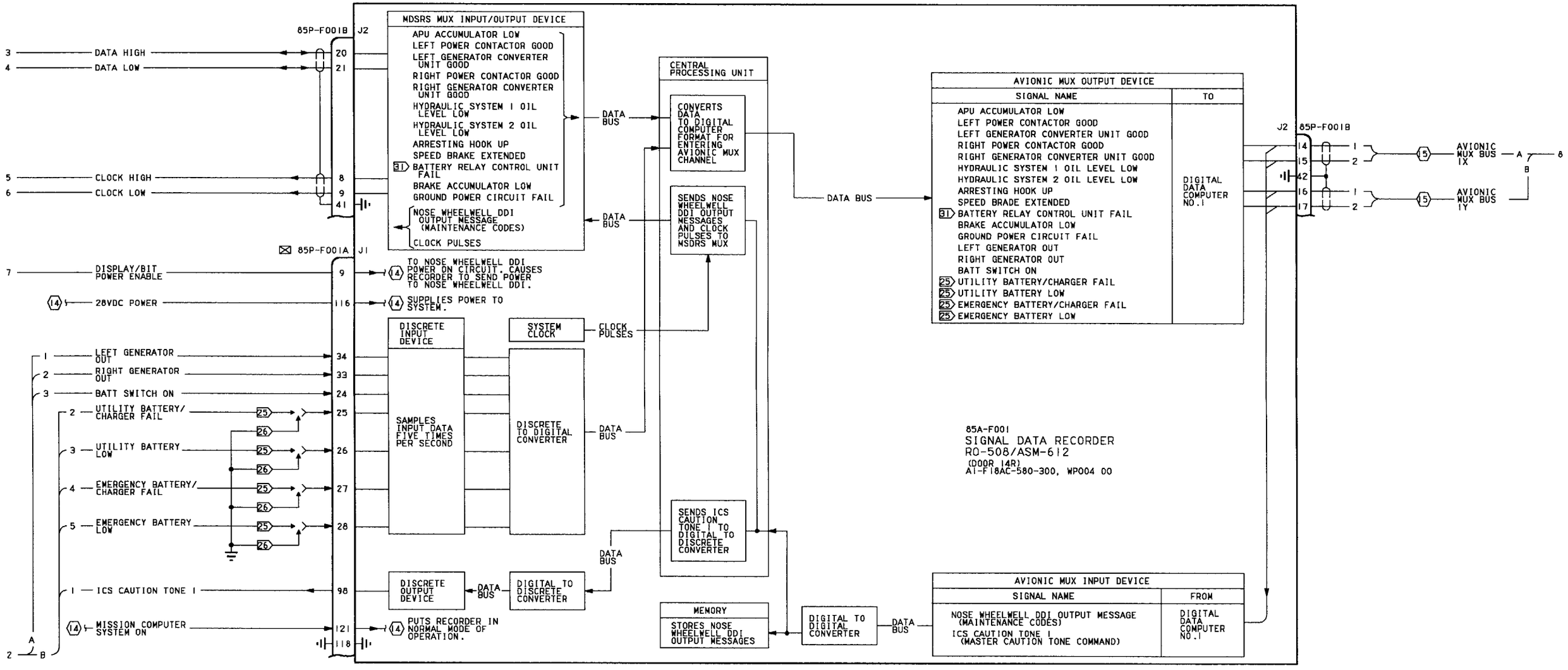
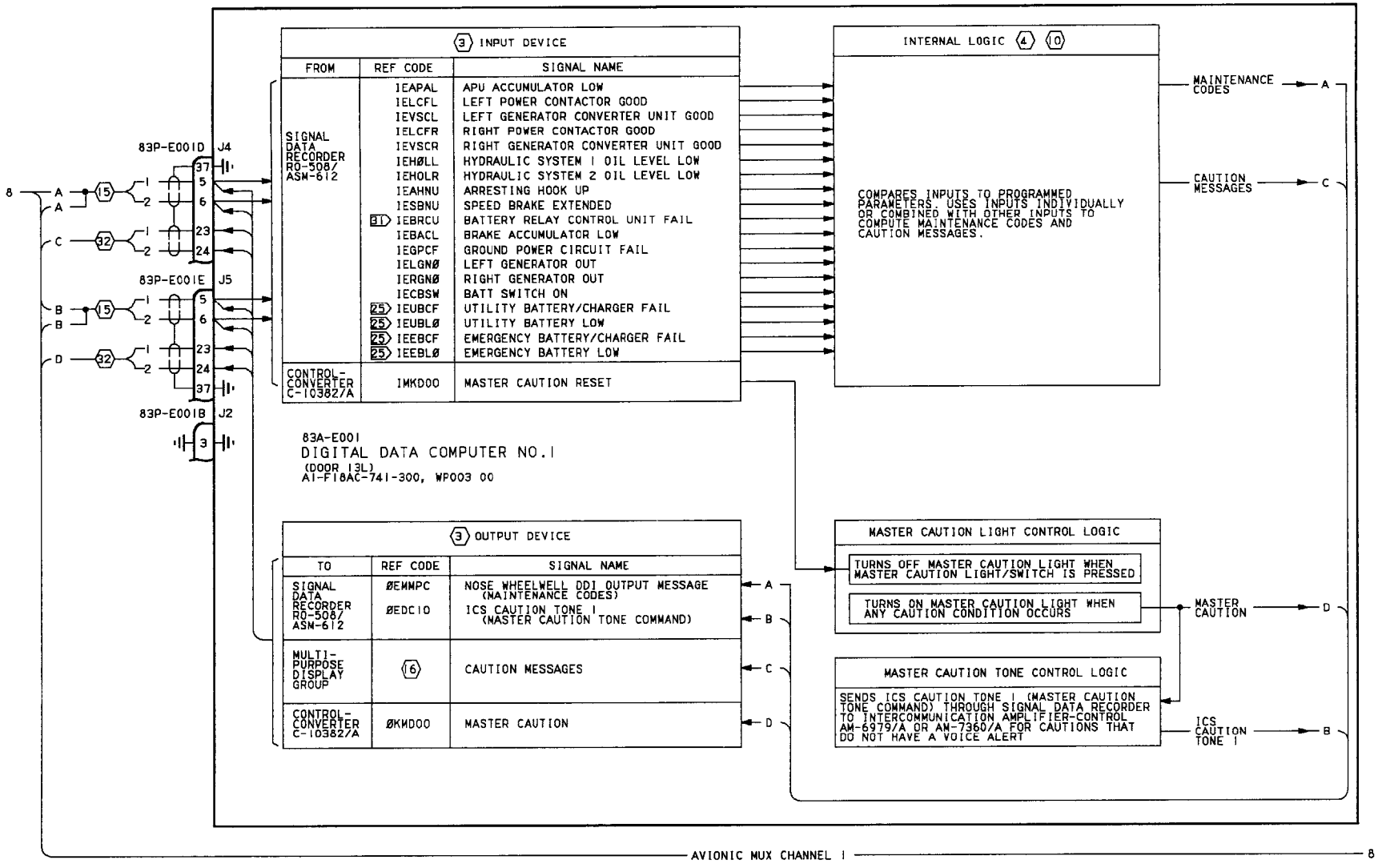
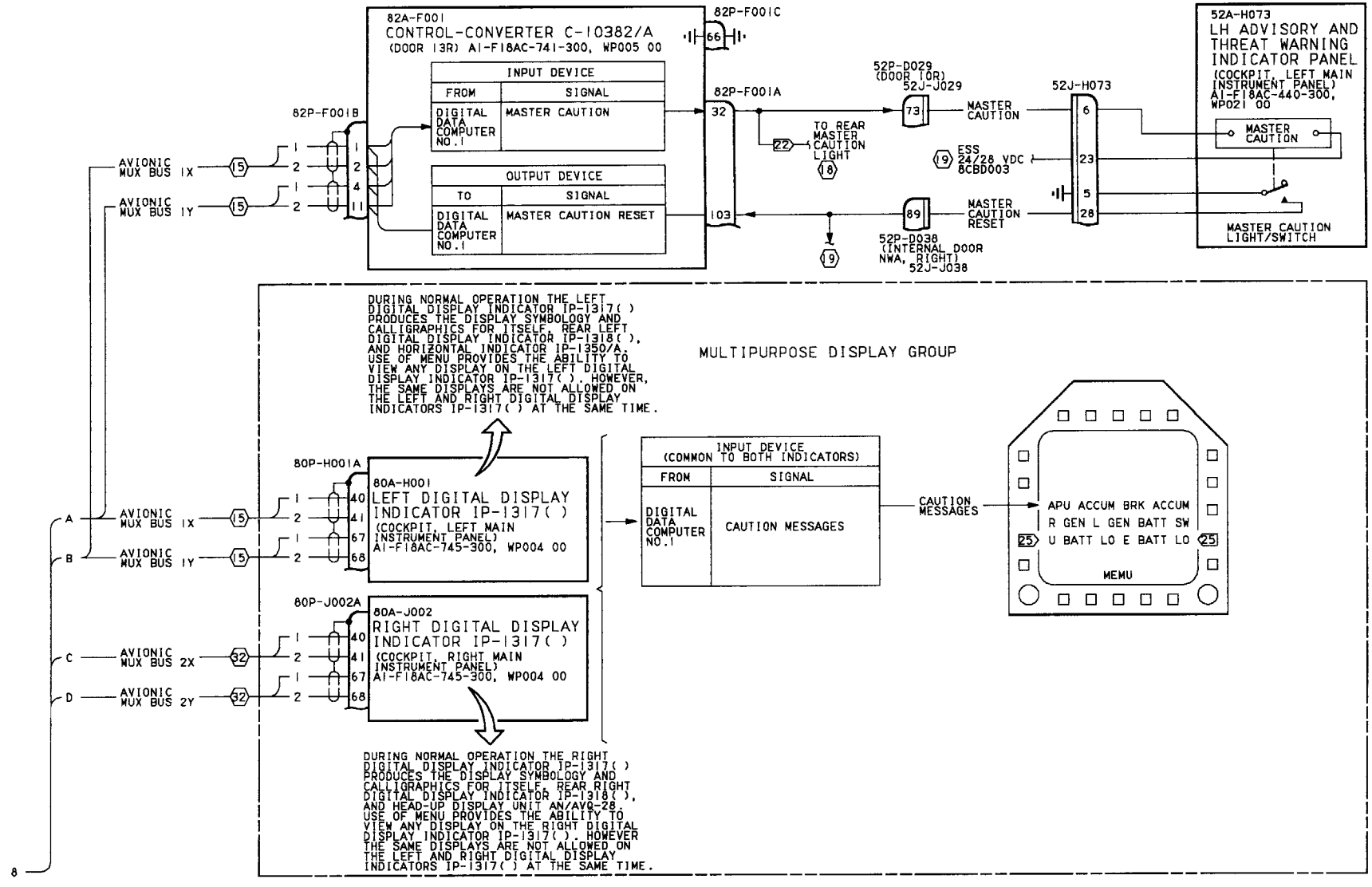


Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 4)



01700105

Figure 1. **Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 5)** **Figure 1.**



01700106

Figure 1.

Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 6)

Figure 1.

LEGEND

1. CONTINUITY TESTS:

A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( ) -WDM-000.

B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRECT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.

D. WHEN TESTING FOR CONTINUITY, TEST FOR:

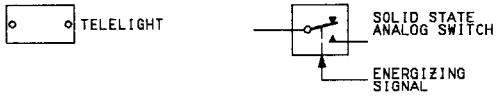
(1) SHORTS TO GROUND.
(2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
(3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
(4) SHIELD CONTINUITY.

E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS

⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRECT. SEE NOTE 1.

⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AB( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) ELECTRICAL SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATICS, A1-F18AC-420-500.

(5) WHEELBRAKE AND ANTI-SKID SYSTEM SCHEMATIC, A1-F18AC-130-500, WP008 00.

(6) GROUND POWER SWITCHING SCHEMATIC, A1-F18AC-420-500, WP005 00.

(7) SPEED BRAKE SYSTEM SCHEMATIC, A1-F18AC-570-500, WP026 00.

(8) APU START SYSTEM SCHEMATIC, A1-F18AC-240-500, WP003 00.

(9) AC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.

(10) HYDRAULIC SYSTEM SCHEMATIC, A1-F18AC-450-500, WP003 00.

(11) ARRESTING GEAR SYSTEM SCHEMATIC, A1-F18AC-130-500, WP010 00.

(12) DC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.

(13) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-741-500, WP013 00.

(13) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(14) POWER SCHEMATIC, WP005 00.

(5) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(16) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLE-SHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1318( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(19) COCKPIT CAUTION LIGHTS SCHMATIC, A1-F18AC-440-500, WP006 00.

(20) F/A-18A.

(21) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(22) F/A-18B.

(23) ENGINE START AND GROUND MAINTENANCE MODE SCHEMATIC, A1-F18AC-240-500, WP005 00.

(24) 161522 AND UP.

(25) 161353 THRU 161528 BEFORE F18 AFC 49.

(26) 161702 AND UP, ALSO 161353 THRU 161528 AFTER F18 AFC 49.

(27) 161353 THRU 161987.

(28) 162394 AND UP.

(29) 162445 AND UP.

(30) 161353 THRU 163118, BEFORE F/A-18 AFC 90.

(31) 163119 AND UP; ALSO 161353 THRU 163118 AFTER F/A-18 AFC 90.

(32) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC ELECTRICAL AND HYDRAULIC SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

Reference Material

None

Alphabetical Index

Subject **Page No,**

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

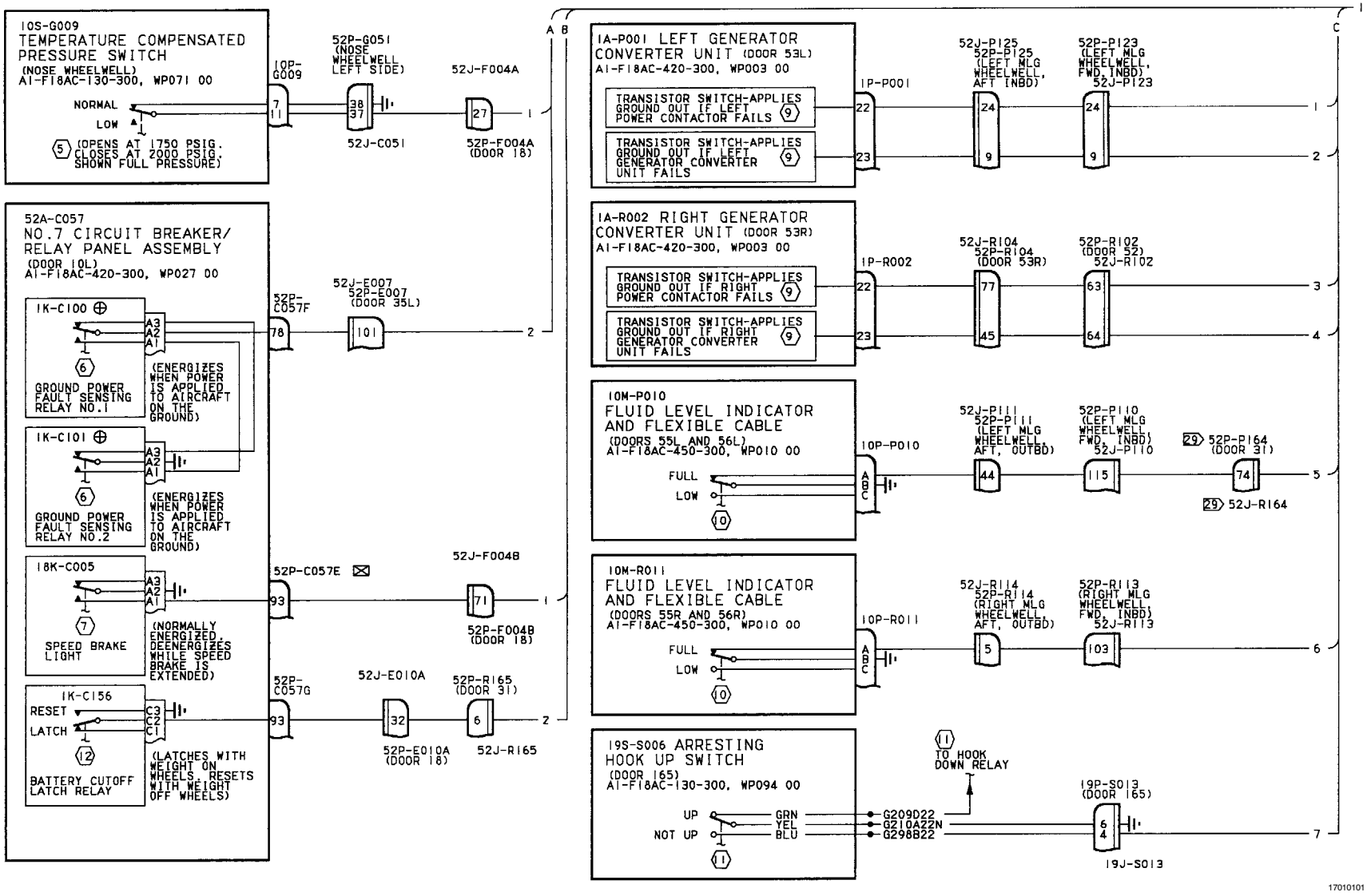
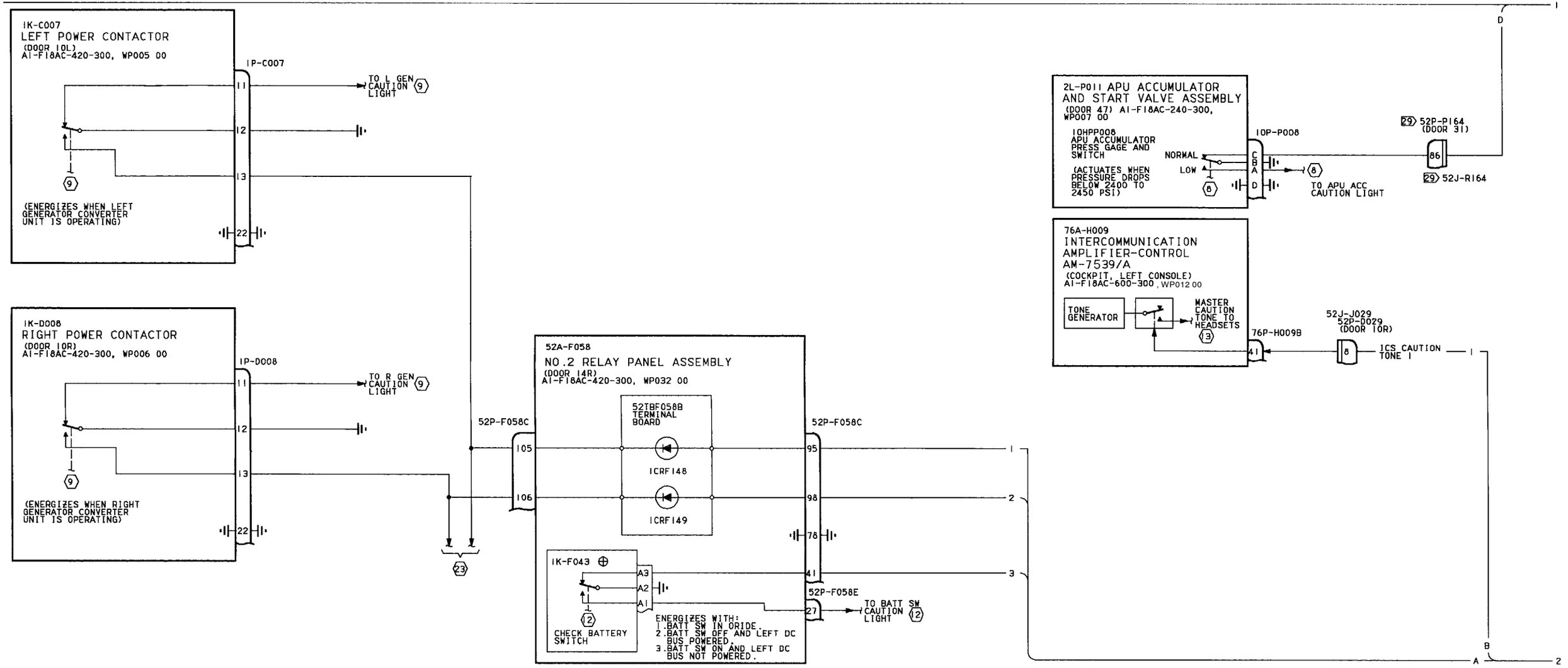


Figure 1.

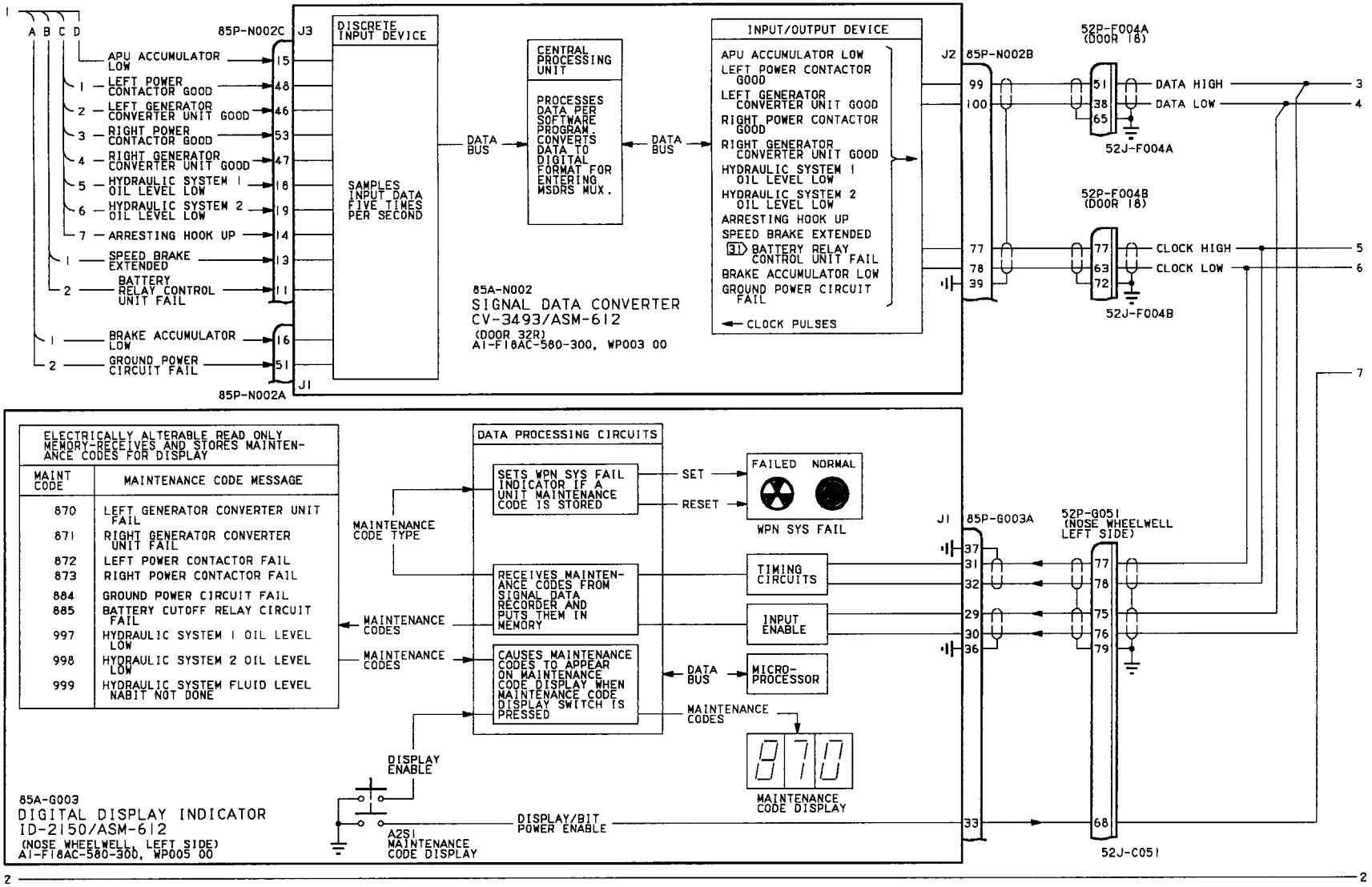
Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 1)

Figure 1.



17010102

Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 2)



17010103

Figure 1. **Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 3)** **Figure 1.**

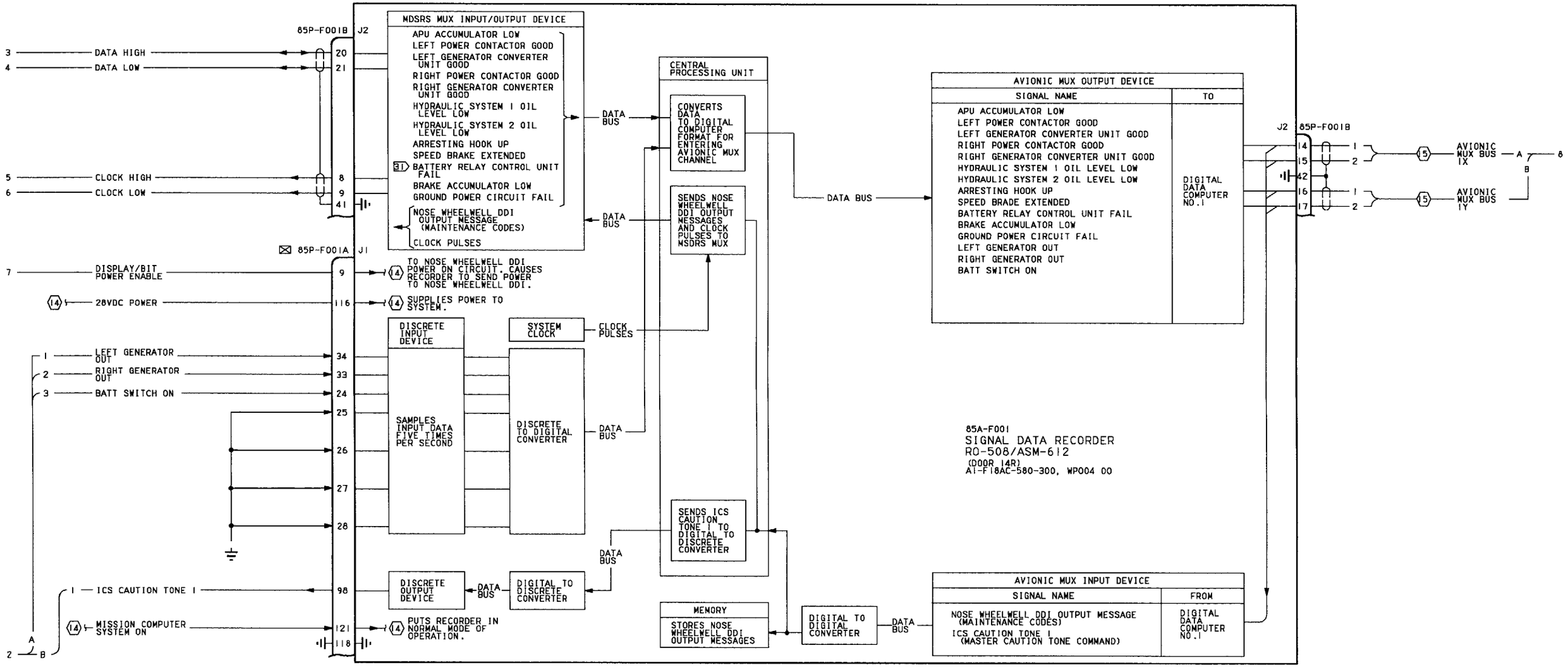
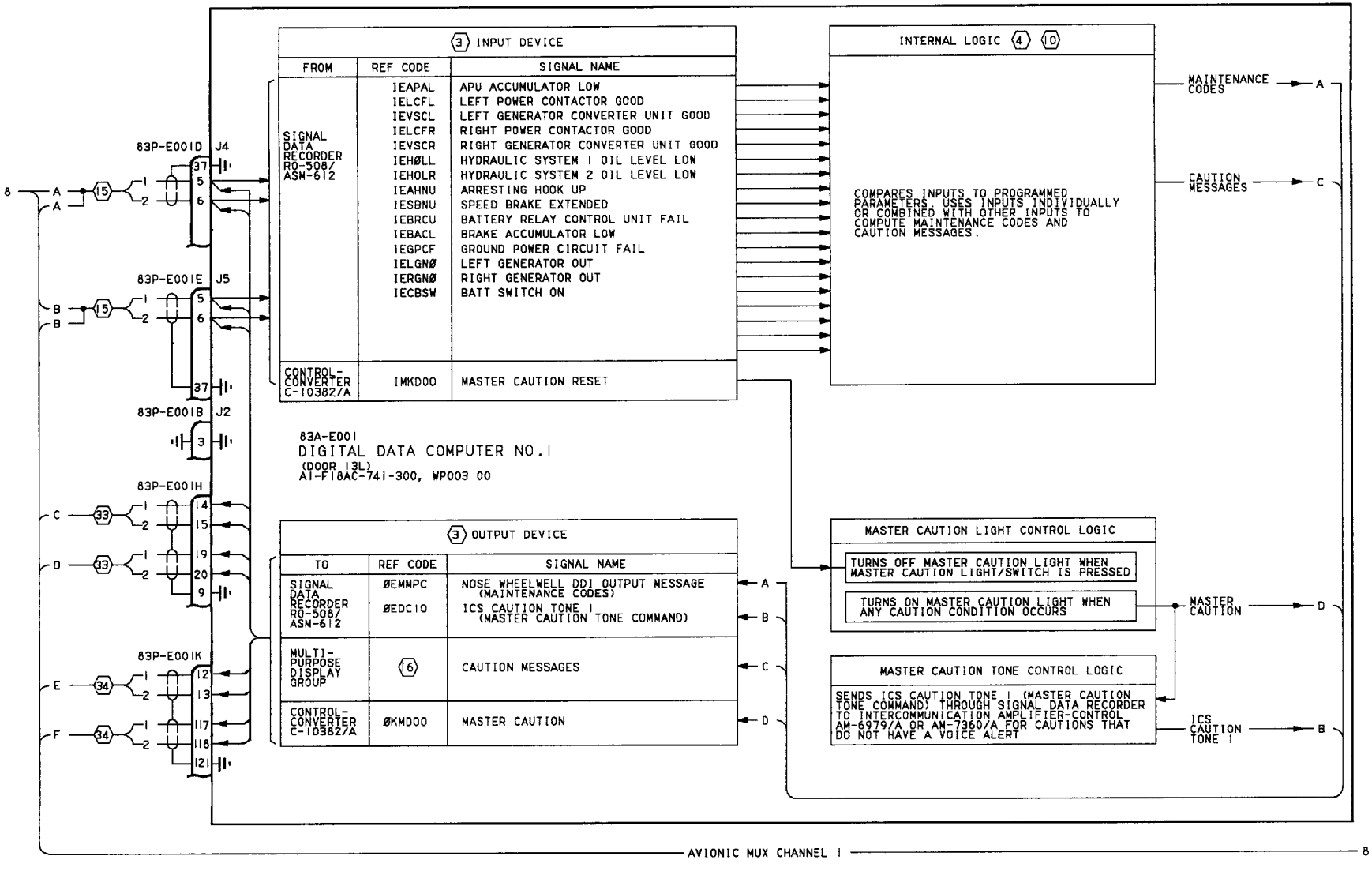


Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 4)

17010104



17010105

Figure 1. **Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 5)** **Figure 1.**

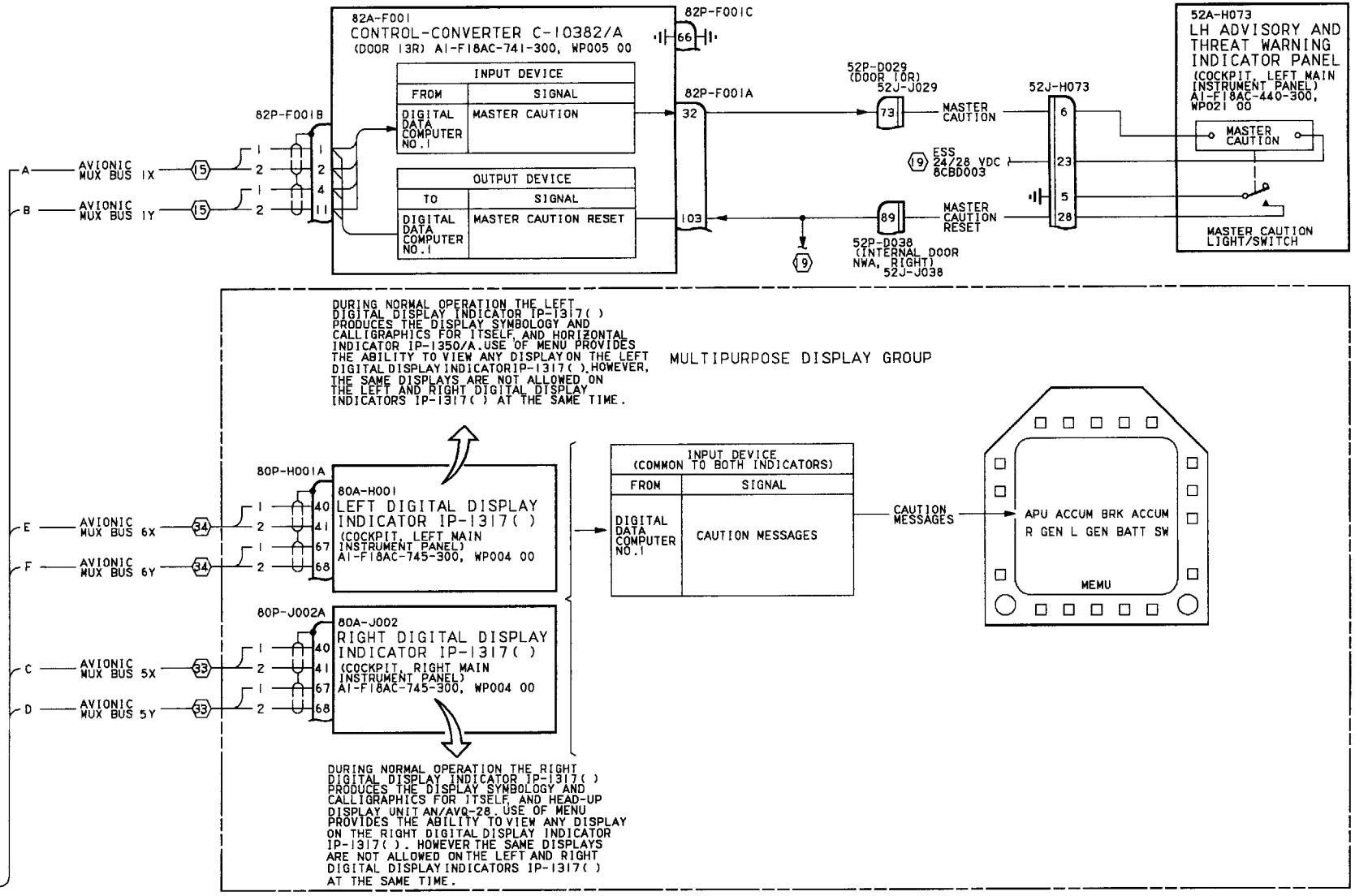


Figure 1. **Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 6)** **Figure 1.**

LEGEND

1. CONTINUITY TESTS:

A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( ) -WDM-000.

B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRECT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.

D. WHEN TESTING FOR CONTINUITY, TEST FOR:

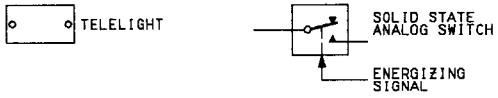
(1) SHORTS TO GROUND.
(2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
(3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
(4) SHIELD CONTINUITY.

E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS

⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRECT. SEE NOTE 1.

⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AB( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) ELECTRICAL SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATICS, A1-F18AC-420-500.

(5) WHEELBRAKE AND ANTI-SKID SYSTEM SCHEMATIC, A1-F18AC-130-500, WP008 00.

(6) GROUND POWER SWITCHING SCHEMATIC, A1-F18AC-420-500, WP005 00.

(7) SPEED BRAKE SYSTEM SCHEMATIC, A1-F18AC-570-500, WP026 00.

(8) APU START SYSTEM SCHEMATIC, A1-F18AC-240-500, WP003 00.

(9) AC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.

(10) HYDRAULIC SYSTEM SCHEMATIC, A1-F18AC-450-500, WP003 00.

(11) ARRESTING GEAR SYSTEM SCHEMATIC, A1-F18AC-130-500, WP010 00.

(12) DC POWER SYSTEM SCHEMATIC, A1-F18AC-420-500, WP004 00.

(13) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-741-500, WP013 00.

(13) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(14) POWER SCHEMATIC, WP005 00.

(5) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(16) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) DELETED.

(19) COCKPIT CAUTION LIGHTS SCHMATIC, A1-F18AC-440-500, WP006 00.

(20) DELETED.

(21) DELETED.

(22) DELETED.

(23) ENGINE START AND GROUND MAINTENANCE MODE SCHEMATIC, A1-F18AC-240-500, WP005 00.

(24) DELETED.

(25) DELETED.

(26) DELETED.

(27) DELETED.

(28) DELETED.

(29) 162445 AND UP.

(30) DELETED.

(31) DELETED.

(32) DELETED.

(33) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(34) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

17010107

Figure 1.

Figure 1. Electrical and Hydraulic Systems Interface Schematics (Sheet 7)

Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - SECONDARY POWER SYSTEM INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292, AND F/A-18B

This WP supersedes WP018 00, dated 1 October 1988.

Reference Material

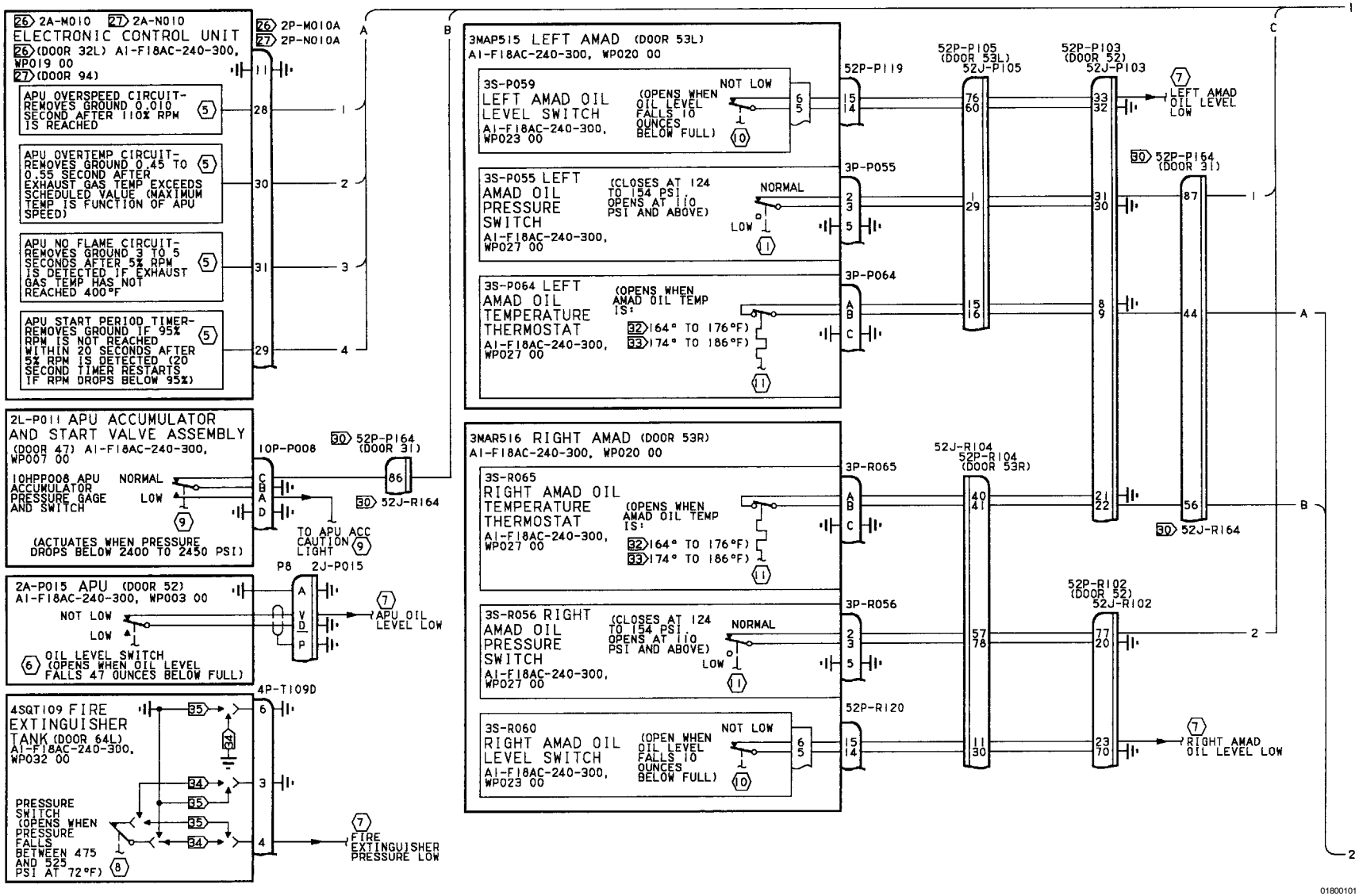
None

Alphabetical Index

Subject **Page No.**

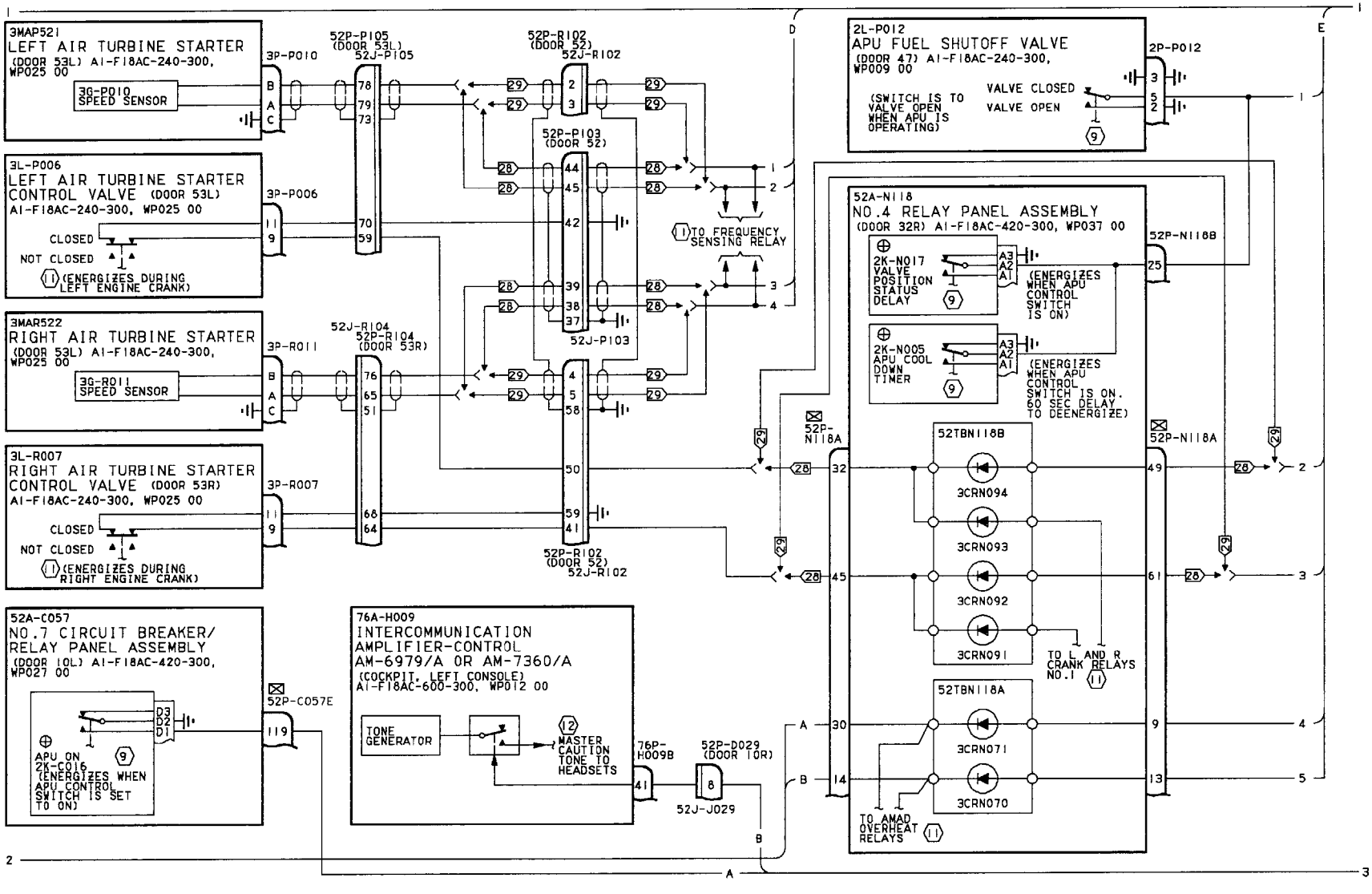
Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 26	-	Air Turbine Starter/Airframe Mounted Accessory Drive Design Changes (ECP MDA F18-000-68)	1 Mar 85	ECP coverage only
F/A-18 AFC 27	-	Improvement of Leading Edge Flap Design (ECP MDA-F/A-18-00044)	1 May 86	ECP coverage only



01800101

Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 1)** **Figure 1.**



01800102

Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 2)** **Figure 1.**

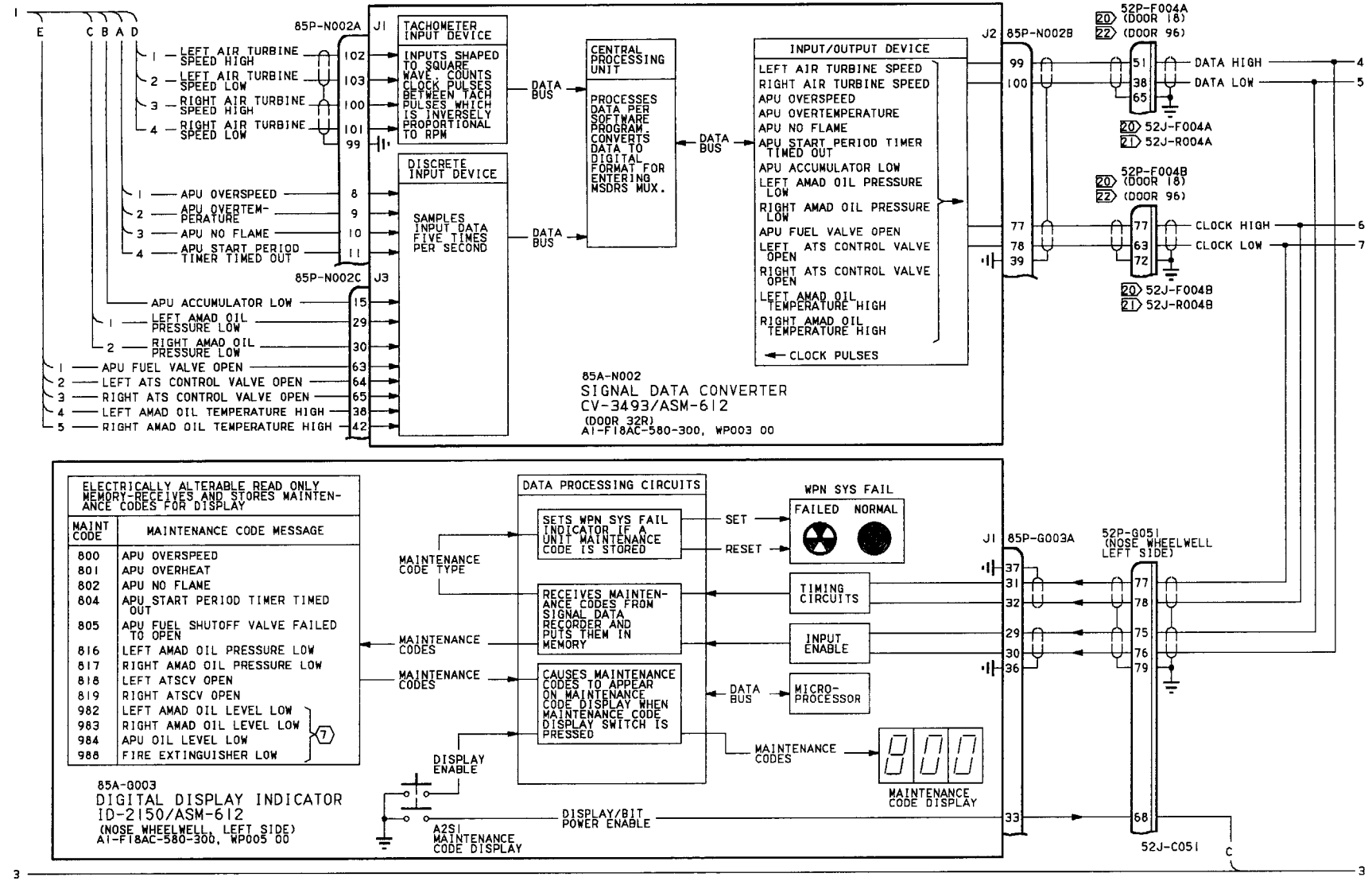


Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 3)** **Figure 1.**

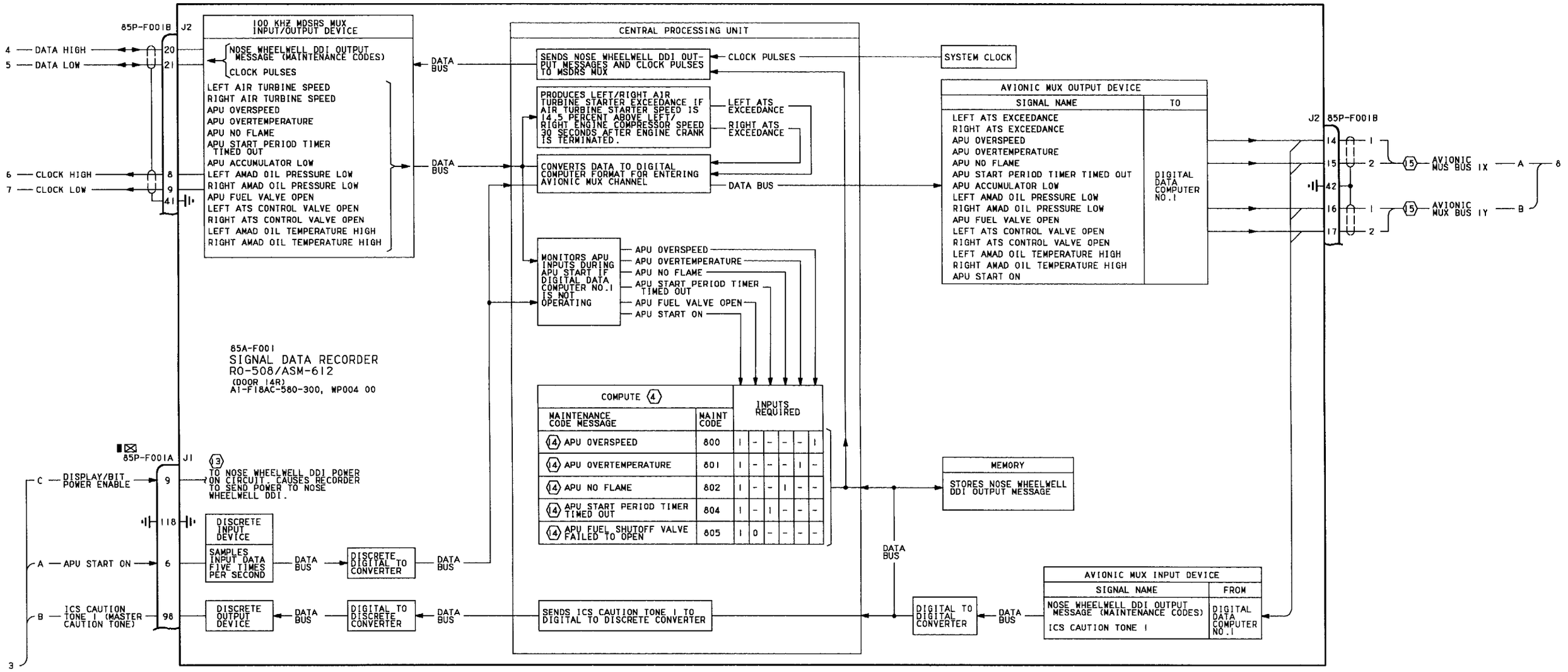
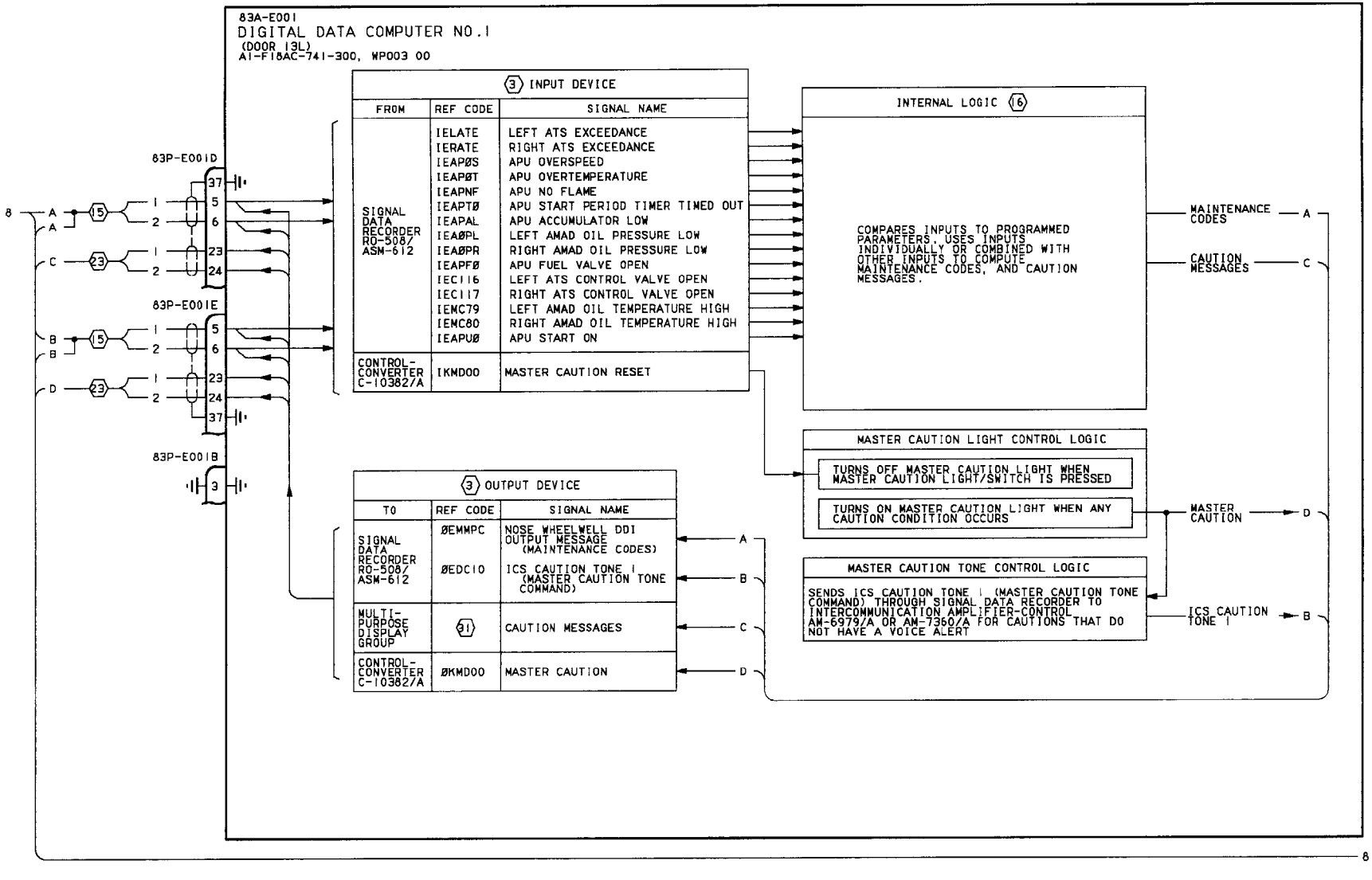


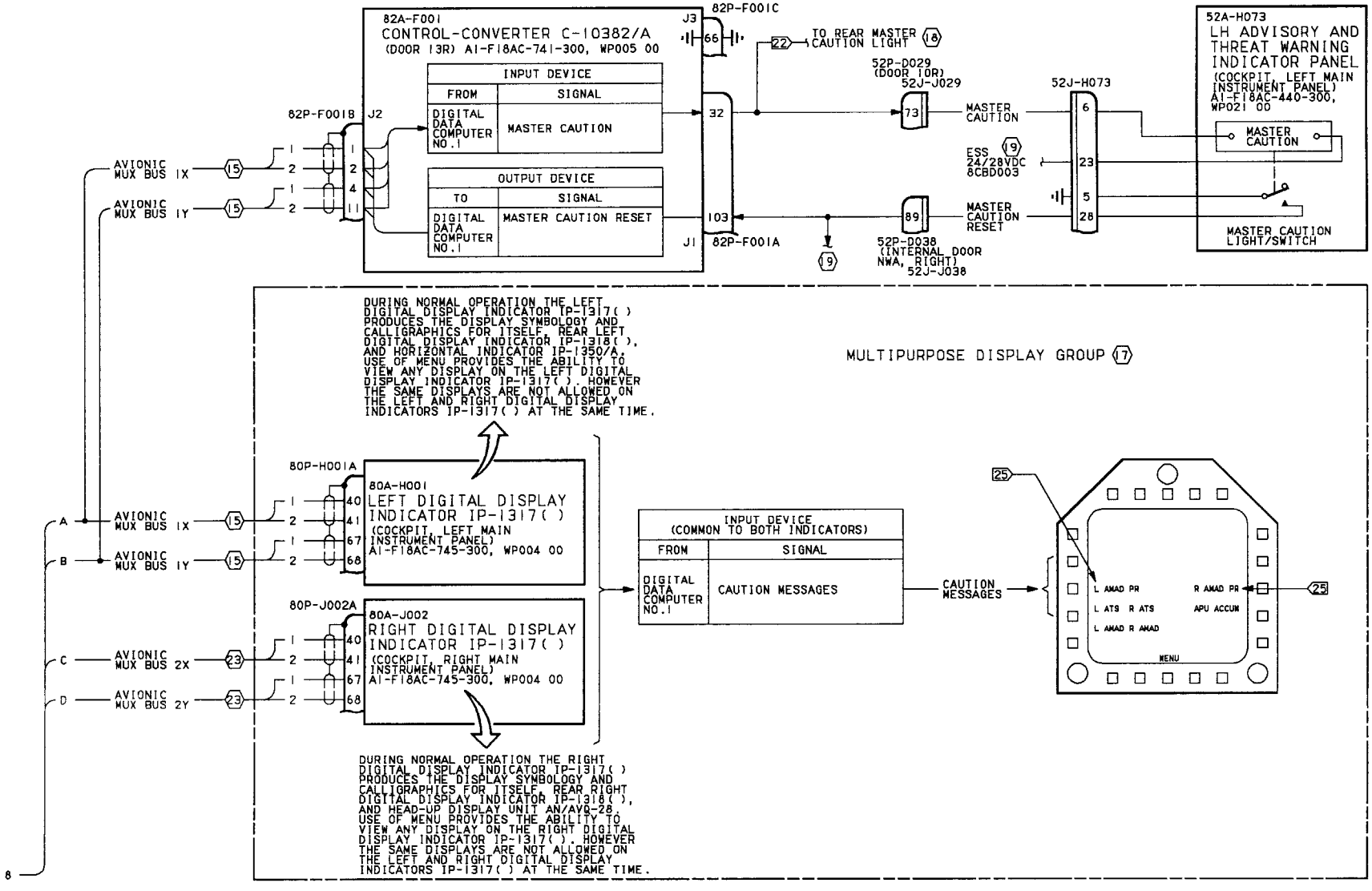
Figure 1. Secondary Power System Interface Schematic (Sheet 4)

01800104



01800105

Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 5)** **Figure 1.**



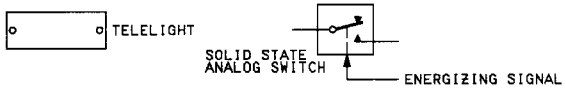
01800106

Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 6)** **Figure 1.**

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) EXPLANATION OF MATRIX:
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE COMPUTED SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED:
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) APU CONTROL SYSTEM SCHEMATIC, A1-F18AC-240-500, WP004 00.

(6) APU LUBRICATION SYSTEM SCHEMATIC, A1-F18AC-240-500, WP006 00.

(7) FLUIDS TEST SCHEMATIC, WP006 00.

(8) APU FIRE EXTINGUISHING SYSTEM SCHEMATIC, A1-F18AC-240-500, WP010 00.

(9) APU START SYSTEM SCHEMATIC, A1-F18AC-240-500, WP004 00.

(10) AMAD LUBE SYSTEM SCHEMATIC, A1-F18AC-240-500, WP007 00.

(11) ENGINE START AND GROUND MAINTENANCE MODE SCHEMATIC, A1-F18AC-240-500, WP005 00.

(12) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(13) POWER SCHEMATIC, WP005 00.

(14) DURING APU START MODE, IF MISSION COMPUTER SYSTEM IS OPERATING, APU START DATA IS SENT TO MISSION COMPUTER SYSTEM FOR COMPUTATION OF APU MAINTENANCE CODES. IF MISSION COMPUTER SYSTEM IS NOT OPERATING SIGNAL DATA RECORDER COMPUTES APU MAINTENANCE CODES.

(15) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(16) SECONDARY POWER SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-240-500, WP005 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVG-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1318( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(19) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(20) F/A-18A.

(21) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(22) F/A-18B.

(23) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(24) DELETED.

(25) WITH DIGITAL DATA COMPUTER NO.1 CONFIG/IDENT NUMBER 84A AND UP.

(26) 161353 THRU 161519 BEFORE F/A-18 AFC 27.

(27) 161520 AND UP; ALSO 161353 THRU 161519 AFTER F/A-18 AFC 27.

(28) 161353 THRU 161528 BEFORE F/A-18 AFC 26.

(29) 161702 AND UP; ALSO 161353 THRU 161528 AFTER F/A-18 AFC 26.

(30) 162445 AND UP.

(31) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(32) PART NUMBER 74B548017-105.

(33) PART NUMBER 74B548017-109.

(34) TANK PART NUMBER 33500002 AND 33500003.

(35) TANK PART NUMBER 826200-107.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - SECONDARY POWER SYSTEM INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

Reference Material

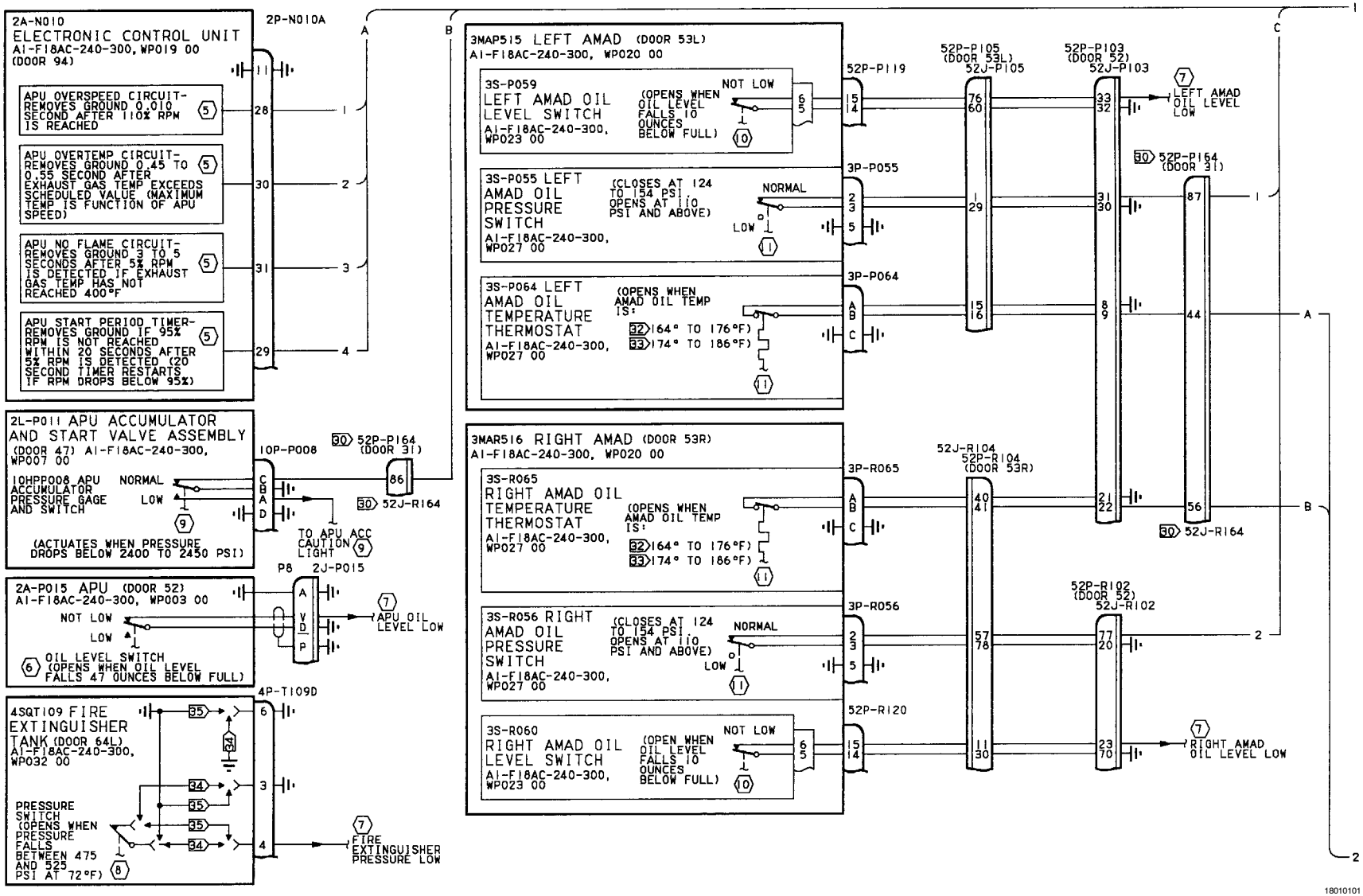
None

Alphabetical Index

Subject **Page No.**

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

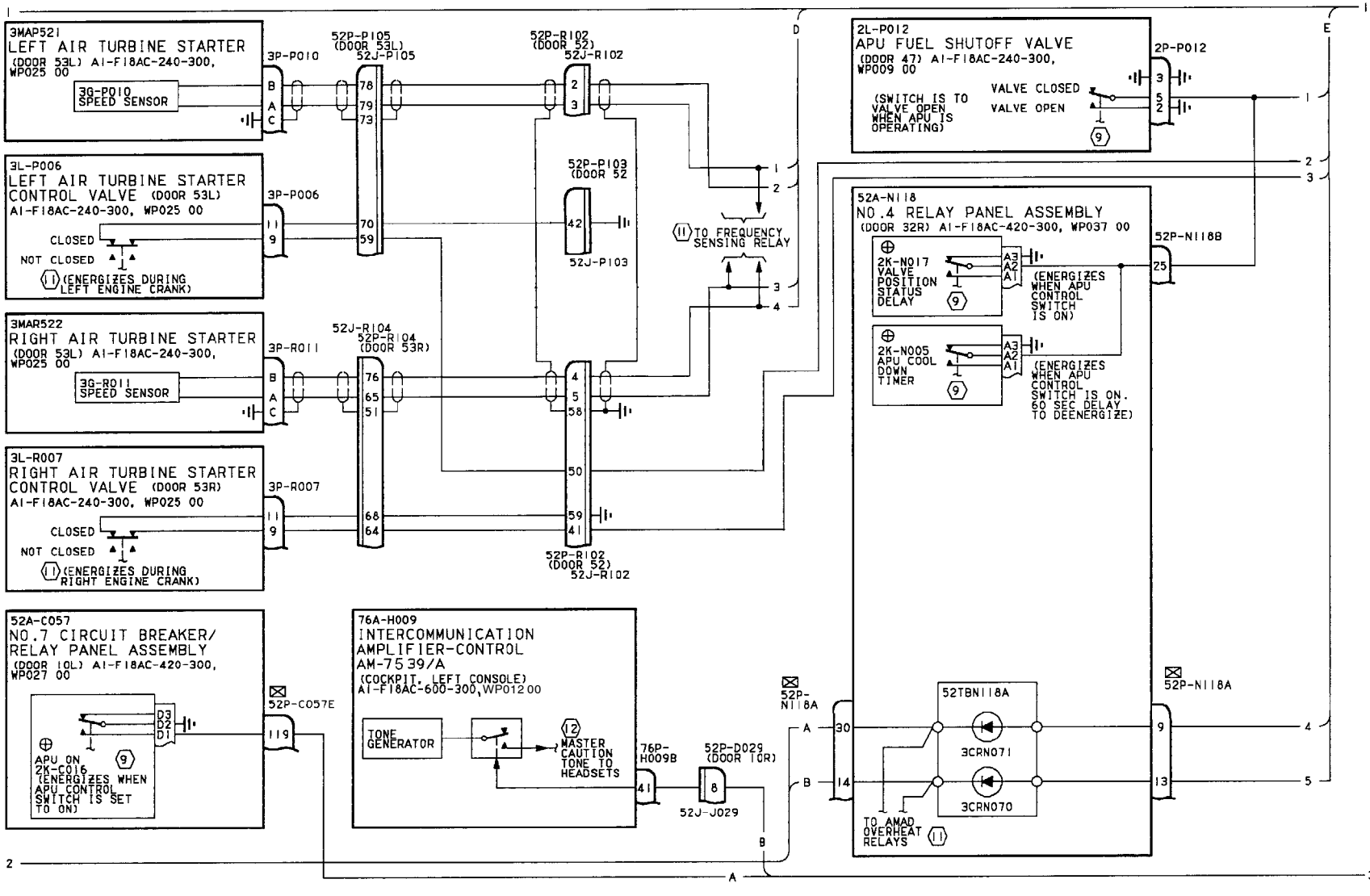


18010101

Figure 1.

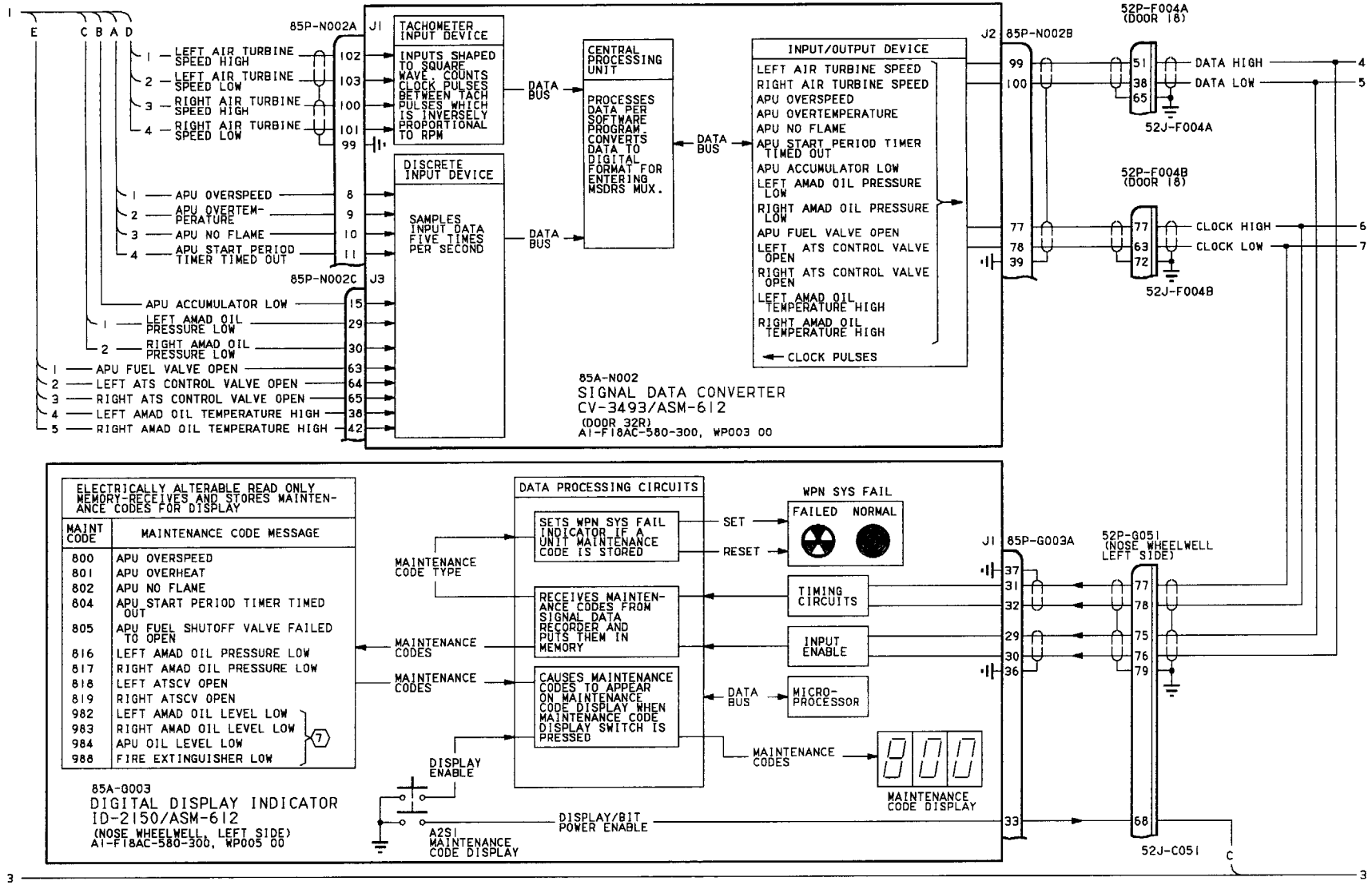
Figure 1. Secondary Power System Interface Schematic (Sheet 1)

Figure 1.



18010102

Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 2)** **Figure 1.**



18010103

Figure 1. **Figure 1. Secondary Power System Interface Schematic (Sheet 3)** **Figure 1.**

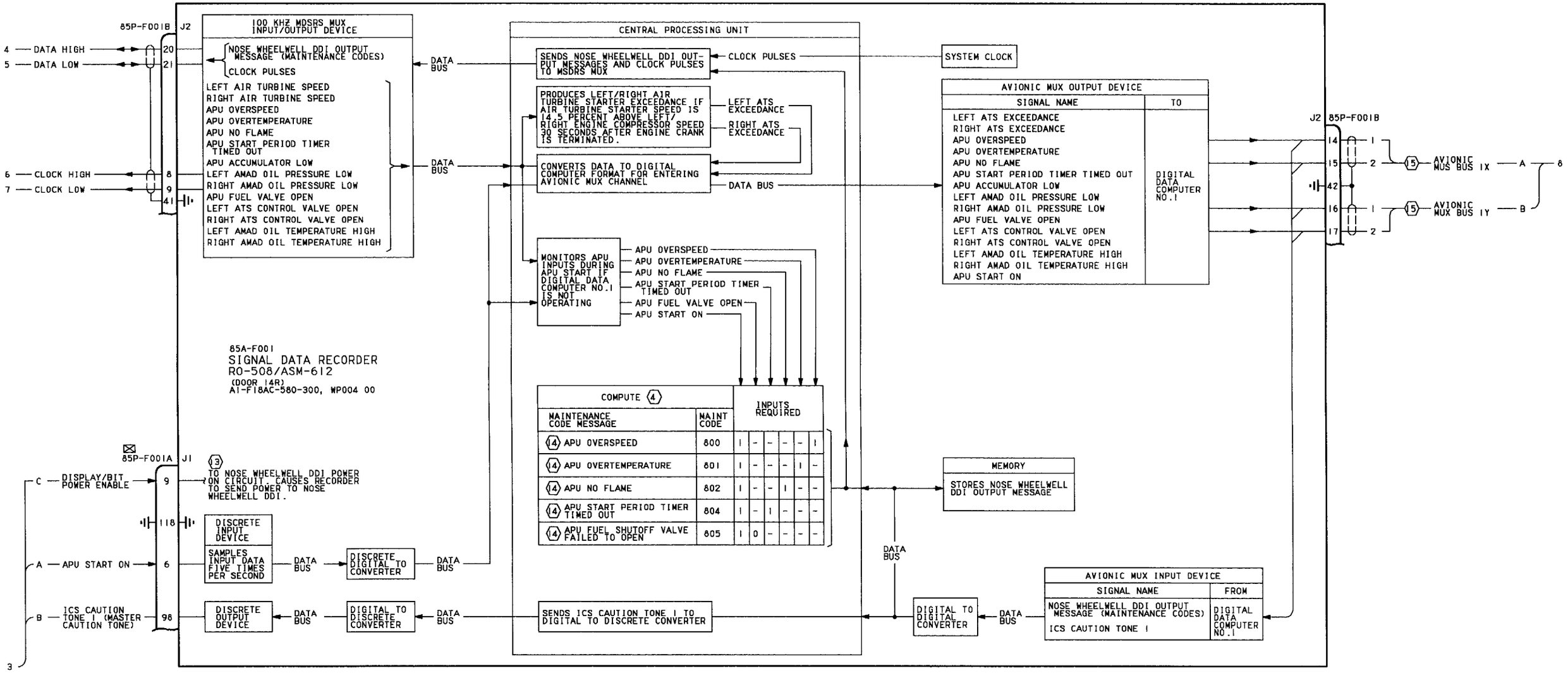


Figure 1. Secondary Power System Interface Schematic (Sheet 4)

18010104

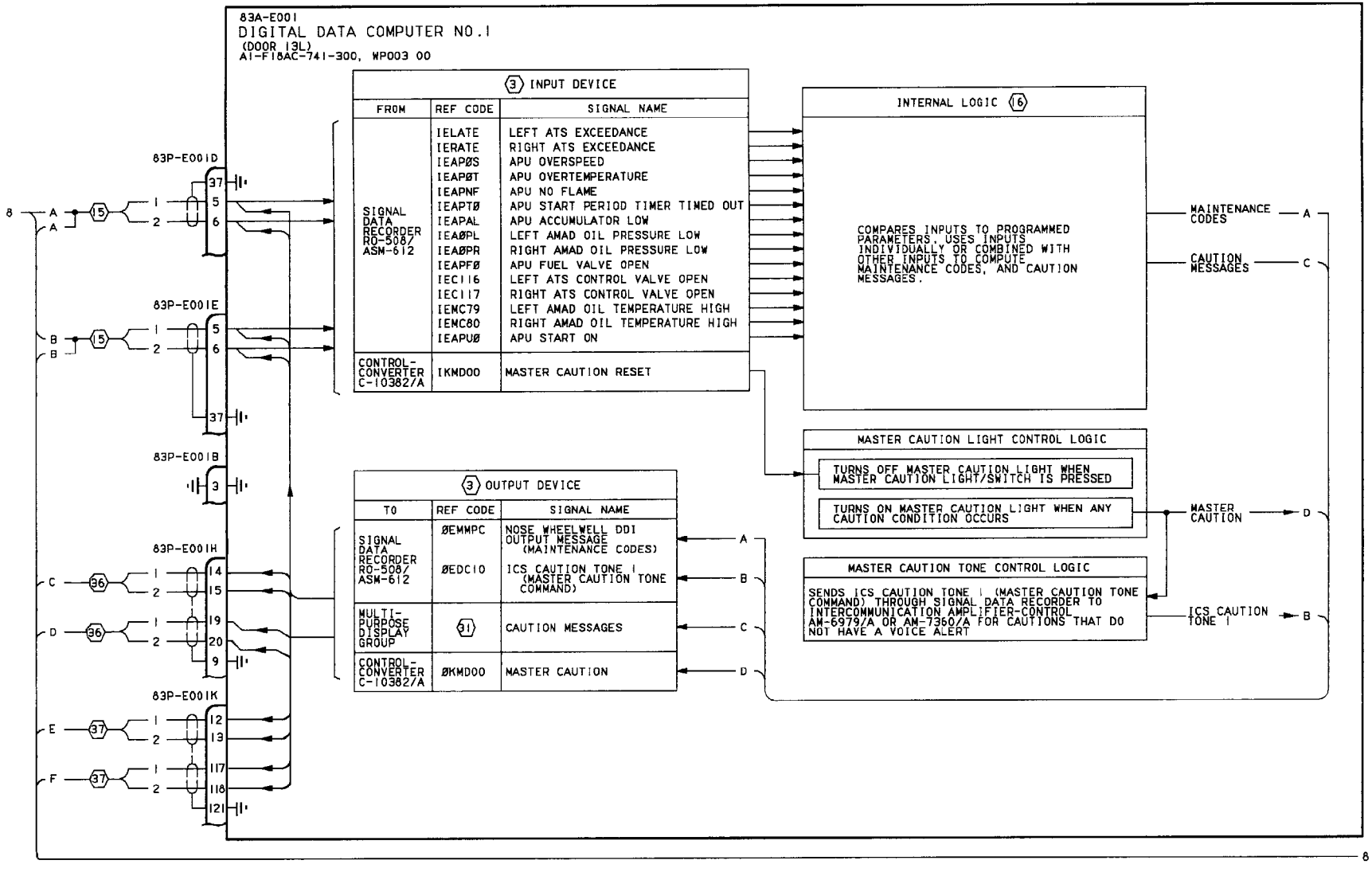


Figure 1. Secondary Power System Interface Schematic (Sheet 5)

18010105

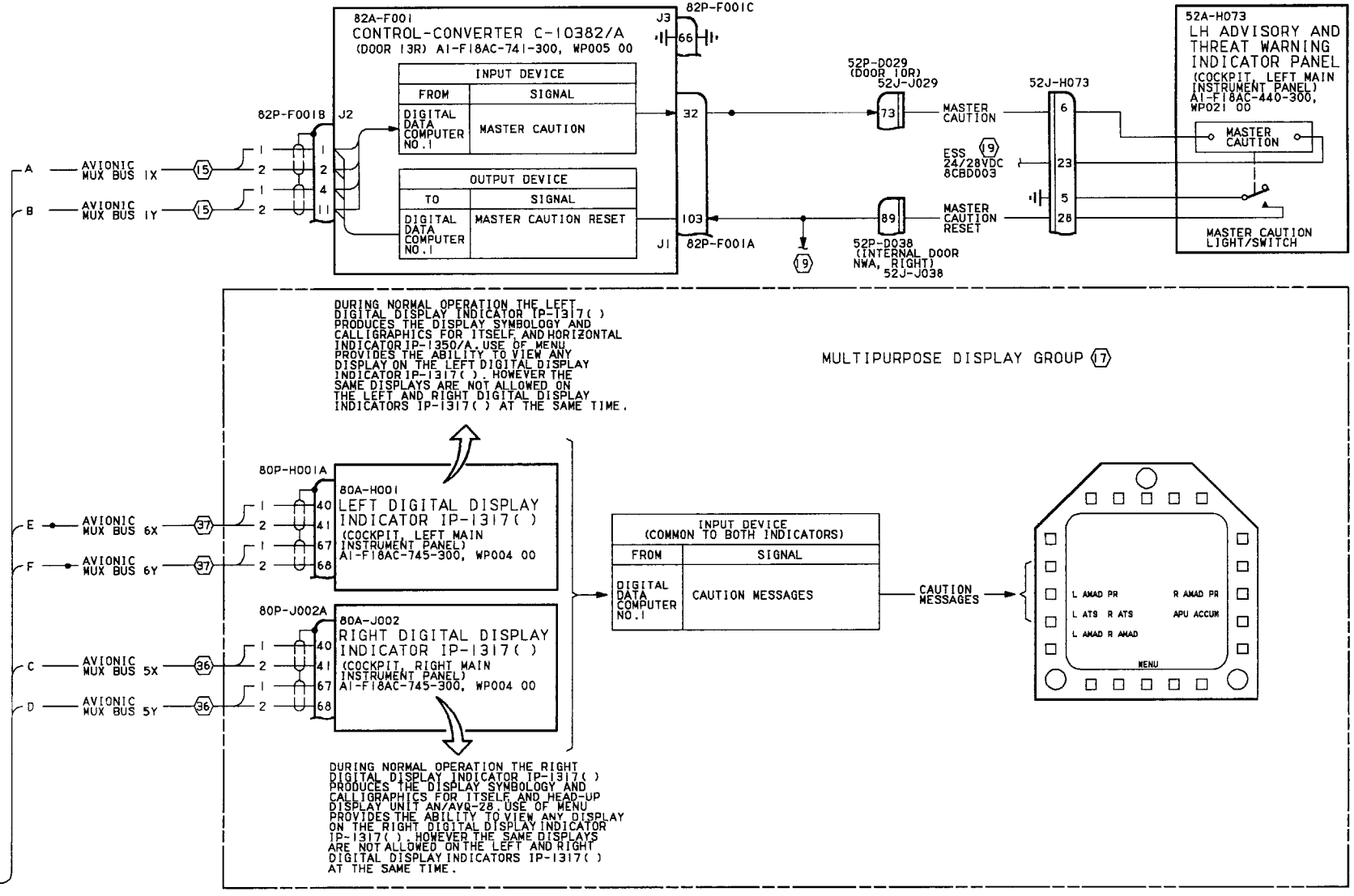


Figure 1.

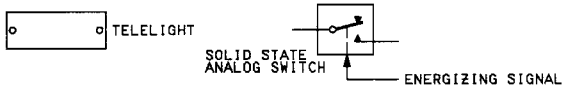
Figure 1. Secondary Power System Interface Schematic (Sheet 6)

Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.
   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) EXPLANATION OF MATRIX:
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE COMPUTED SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED:
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) APU CONTROL SYSTEM SCHEMATIC, A1-F18AC-240-500, WP004 00.

(6) APU LUBRICATION SYSTEM SCHEMATIC, A1-F18AC-240-500, WP006 00.

(7) FLUIDS TEST SCHEMATIC, WP006 00.

(8) APU FIRE EXTINGUISHING SYSTEM SCHEMATIC, A1-F18AC-240-500, WP010 00.

(9) APU START SYSTEM SCHEMATIC, A1-F18AC-240-500, WP004 00.

(10) AMAD LUBE SYSTEM SCHEMATIC, A1-F18AC-240-500, WP007 00.

(11) ENGINE START AND GROUND MAINTENANCE MODE SCHEMATIC, A1-F18AC-240-500, WP005 00.

(12) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(13) POWER SCHEMATIC, WP005 00.

(14) DURING APU START MODE, IF MISSION COMPUTER SYSTEM IS OPERATING, APU START DATA IS SENT TO MISSION COMPUTER SYSTEM FOR COMPUTATION OF APU MAINTENANCE CODES. IF MISSION COMPUTER SYSTEM IS NOT OPERATING SIGNAL DATA RECORDER COMPUTES APU MAINTENANCE CODES.

(15) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(16) SECONDARY POWER SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-240-500, WP005 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVG-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) DELETED.

(19) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(20) DELETED.

(21) DELETED.

(22) DELETED.

(23) DELETED.

(24) DELETED.

(25) DELETED.

(26) DELETED.

(27) DELETED.

(28) DELETED.

(29) DELETED.

(30) 162445 AND UP.

(31) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00.

(32) PART NUMBER 74B546017-105.

(33) PART NUMBER 74B546017-109.

(34) TANK PART NUMBER 33500002 AND 33500003.

(35) TANK PART NUMBER 826200-107.

(36) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(37) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - CANOPY, WINGFOLD, BOARDING LADDER, PITOT STATIC, GUN, ANTI-ICING, AND AIR INDUCTION SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A BEFORE F/A-18 AFC 253 OR F/A-18 AFC 292, AND F/A-18B

This WP supersedes WP019 00, dated 1 October 1988.

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

None

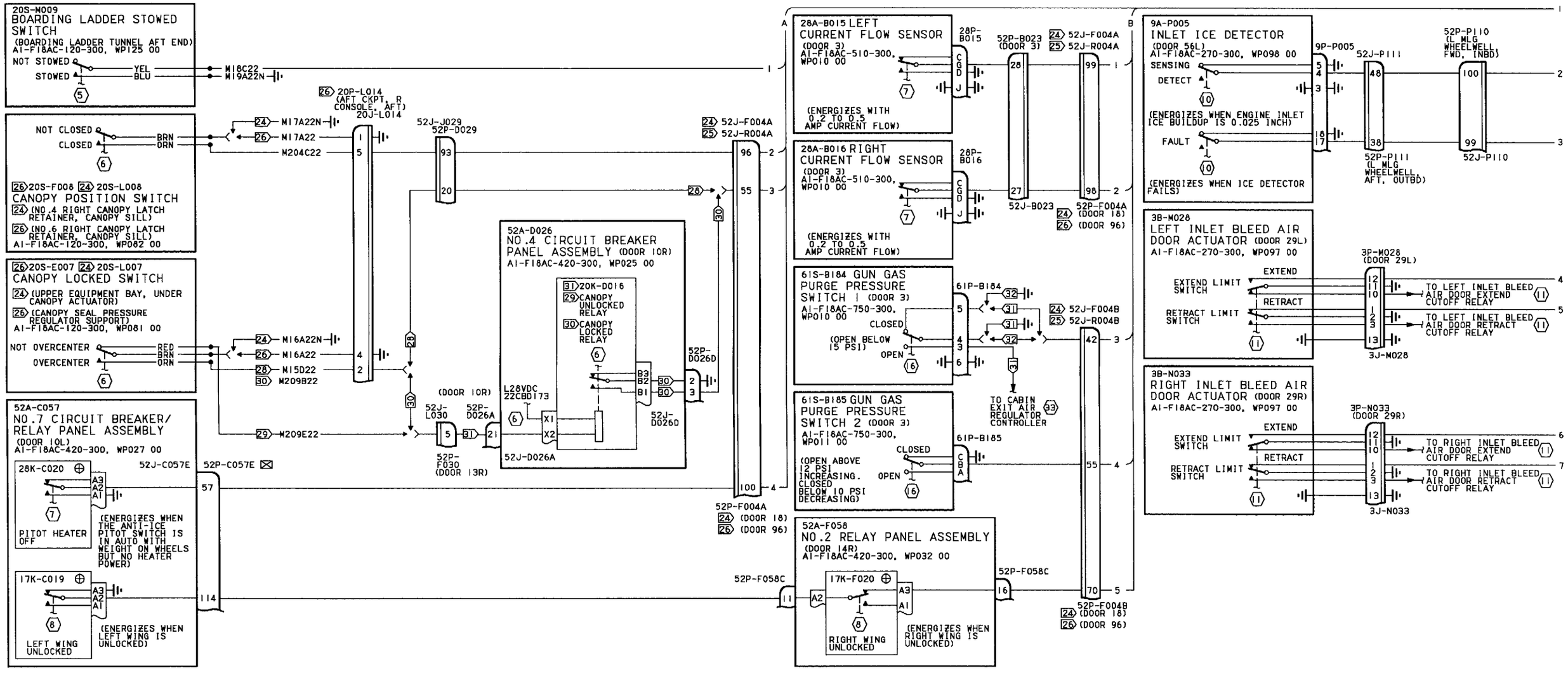


Figure 1.

Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 1)

01900101

Figure 1.

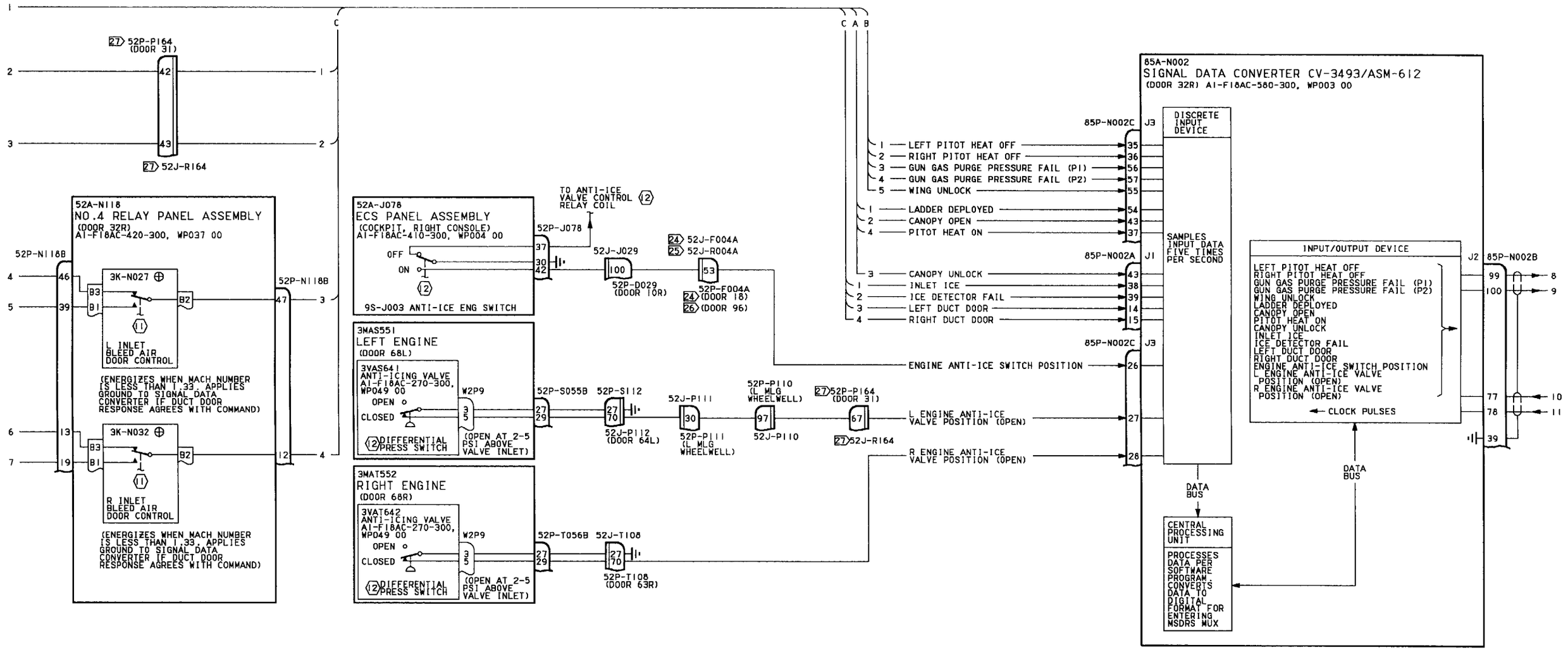


Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 2)

01900102

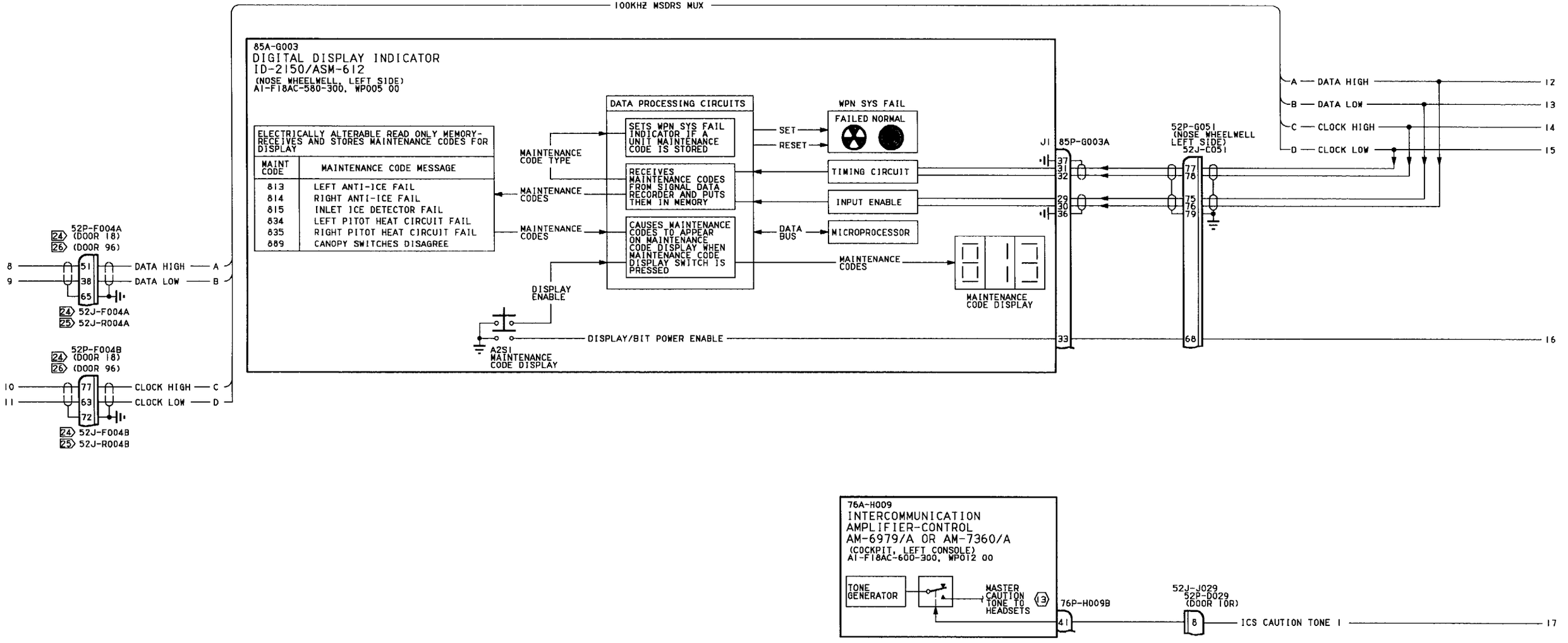


Figure 1.

Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 3)

01900103
Figure 1.

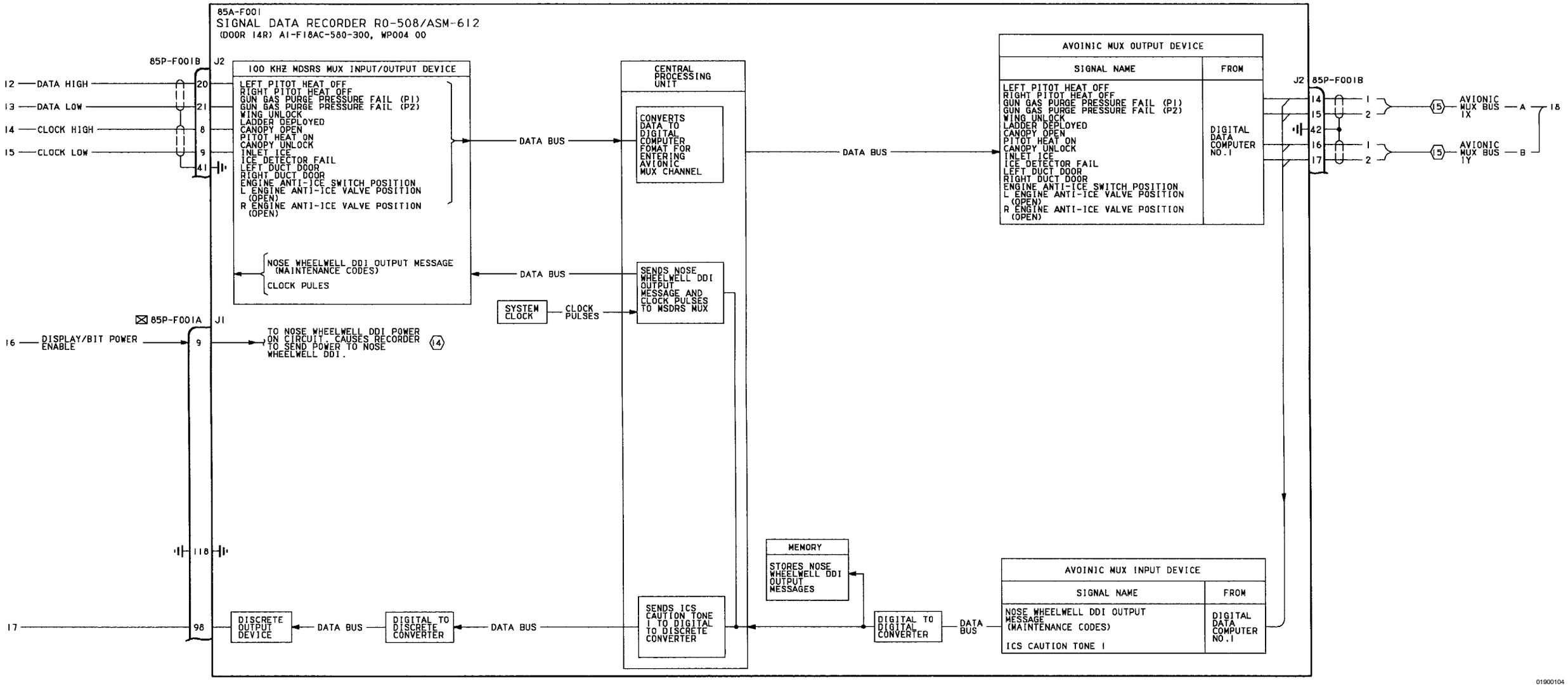


Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 4)

01900104

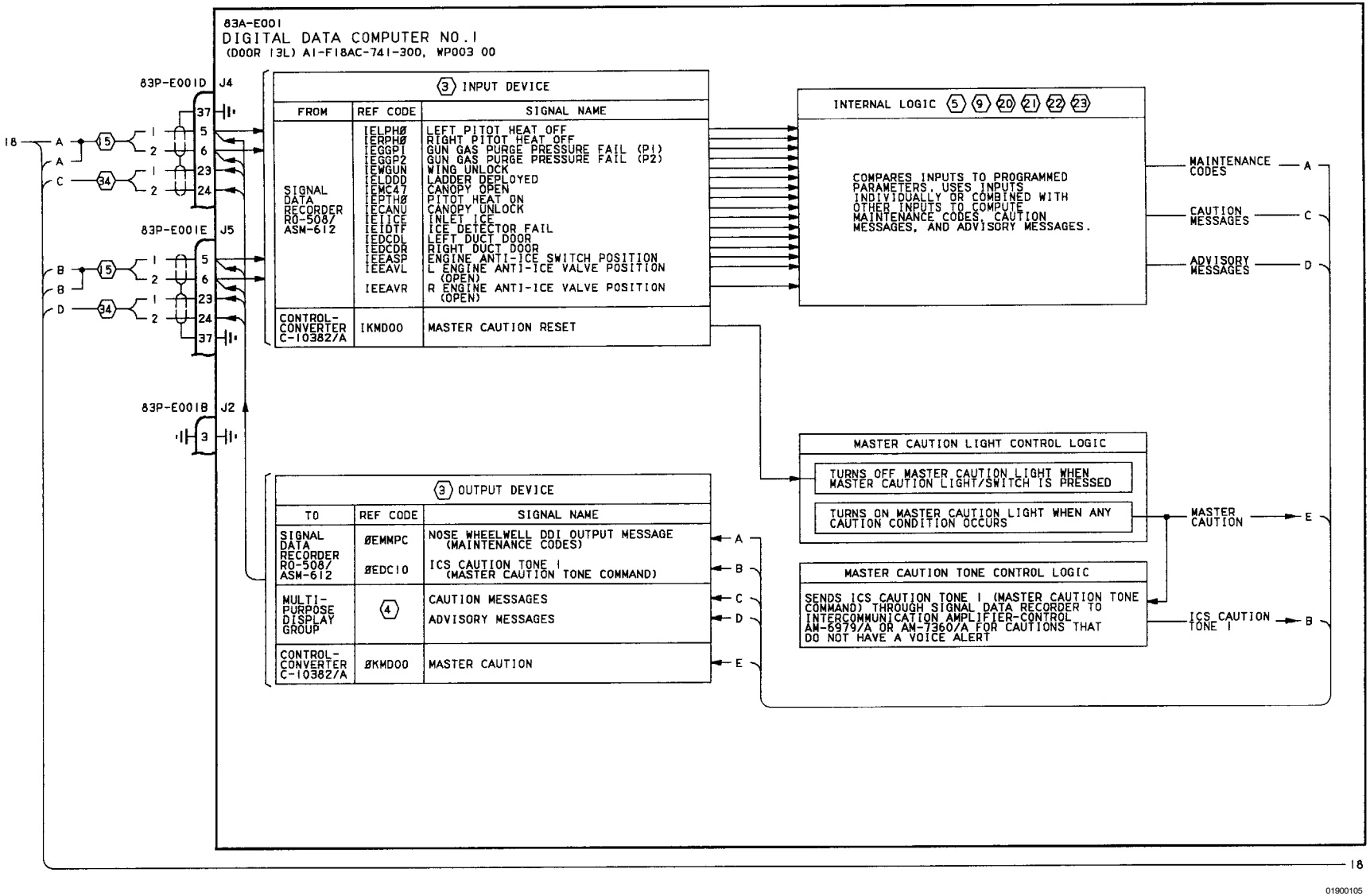
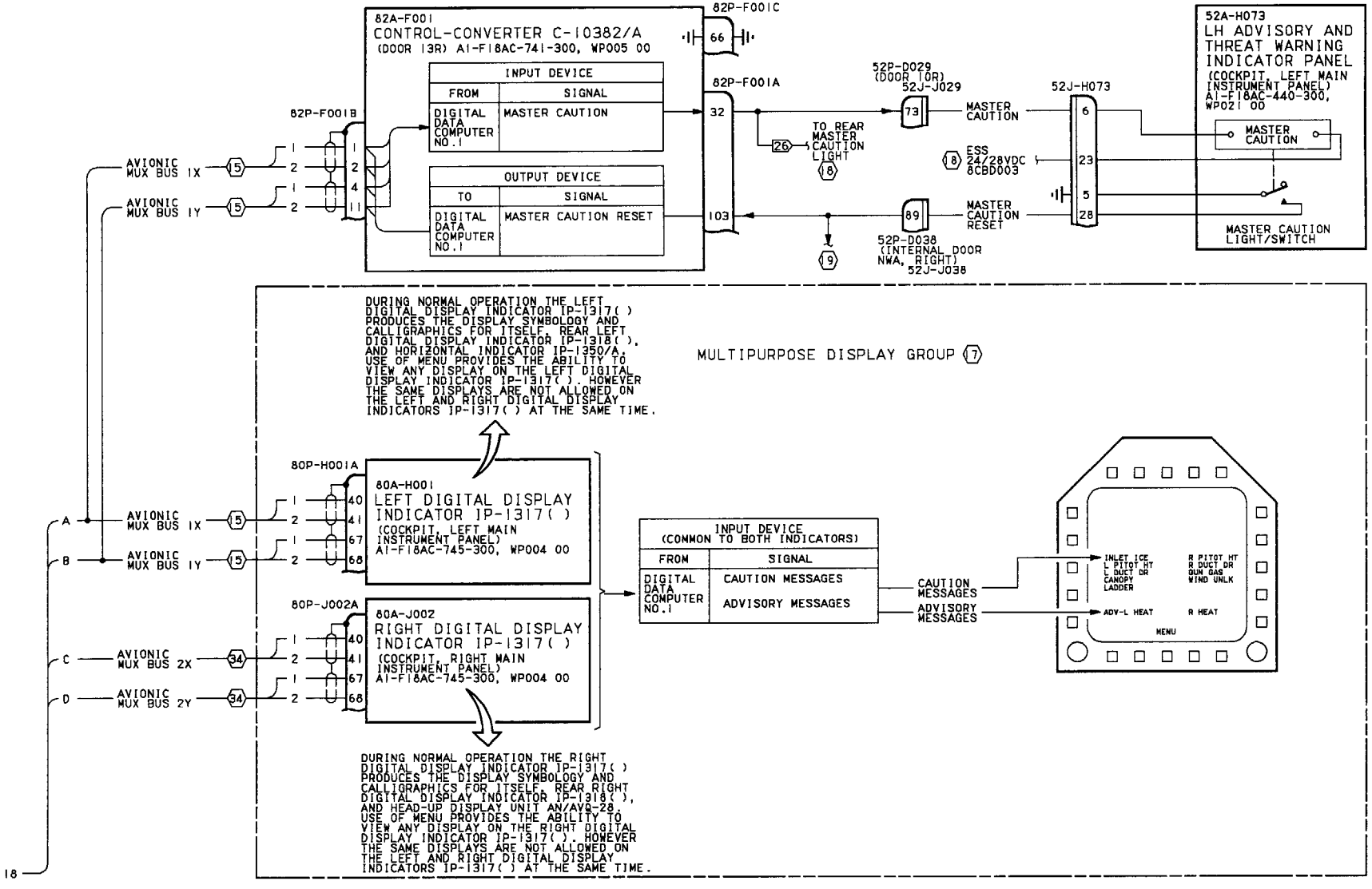


Figure 1. Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 5) **Figure 1.**



01900106

Figure 1. Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 6) Figure 1.

LEGEND

1. CONTINUITY TESTS:

   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.

   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕), IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.

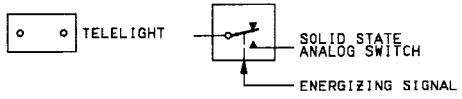
   D. WHEN TESTING FOR CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.

   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS

   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.

   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(5) BOARDING LADDER SYSTEM SCHEMATIC, A1-F18AC-120-500, WP009 00.

(6) CANOPY SYSTEM SCHEMATICS, A1-F18AC-120-500, WP006 00 AND WP007 00.

(7) PITOT STATIC SYSTEM HEATERS SCHEMATIC, A1-F18AC-510-500, WP003 00.

(8) WING FOLD SYSTEM SCHEMATIC, A1-F18AC-570-500, WP027 00.

(9) AIR TO AIR GUN AVIONIC INTERFACE SCHEMATIC, A1-F18AC-750-500, WP005 00; OR AIR TO GROUND GUN AVIONIC INTERFACE SCHEMATIC, A1-F18AC-750-500, WP006 00.

(10) INLET ICE DETECTOR SYSTEM SCHEMATIC, A1-F18AC-270-500, WP009 00.

(11) INLET BLEED AIR DOOR SYSTEM SCHEMATIC, A1-F18AC-270-500, WP009 00.

(12) ANTI-ICE SYSTEM SCHEMATIC, A1-F18AC-270-500, WP005 00.

(13) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(14) POWER SCHEMATIC, WP005 00.

(15) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(16) GUN SYSTEM SCHEMATIC, A1-F18AC-750-500, WP004 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ) HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A, AND ON F/A-18B THE REAR LEFT DIGITAL DISPLAY INDICATOR IP-1318( ), REAR RIGHT DIGITAL DISPLAY INDICATOR IP-1318( ), AND REAR CENTER DIGITAL DISPLAY INDICATOR IP-1317( ). FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) REAR COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP007 00.

(19) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(20) WINGFOLD SYSTEM CAUTION SCHEMATIC, A1-F18AC-570-500, WP027 00.

(21) PITOT STATIC SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-510-500, WP003 00.

(22) INLET ICE, DUCT DOOR, AND HEAT CAUTIONS, ADVISORIES, AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-270-500, WP010 00.

(23) CANOPY SYSTEM MAINTENANCE CODES AND CAUTION SCHEMATICS, A1-F18AC-120-500, WP006 00 AND WP007 00.

(24) F/A-18A.

(25) F/A-18B PLUG AND JACK POSITIONS ARE REVERSED FROM POSITION SHOWN.

(26) F/A-18B.

(27) 162445 AND UP.

(28) F/A-18A; F/A-18B 161354 THRU 162885.

(29) F/A-18A 163092 AND UP.

(30) F/A-18B 163104 AND UP.

(31) 163092 AND UP.

(32) 161353 THRU 162909.

(33) AVIONIC COOLING SYSTEM SCHEMATIC-EXCEPT COCKPIT, A1-F18AC-410-500, WP009 00.

(34) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

01900107

Figure 1. Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 7) Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - CANOPY, WINGFOLD, BOARDING LADDER, PITOT STATIC, GUN, ANTI-ICING, AND AIR INDUCTION SYSTEMS INTERFACE

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18A AFTER F/A-18 AFC 253 OR F/A-18 AFC 292

Reference Material

None

Alphabetical Index

Subject **Page No.**

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

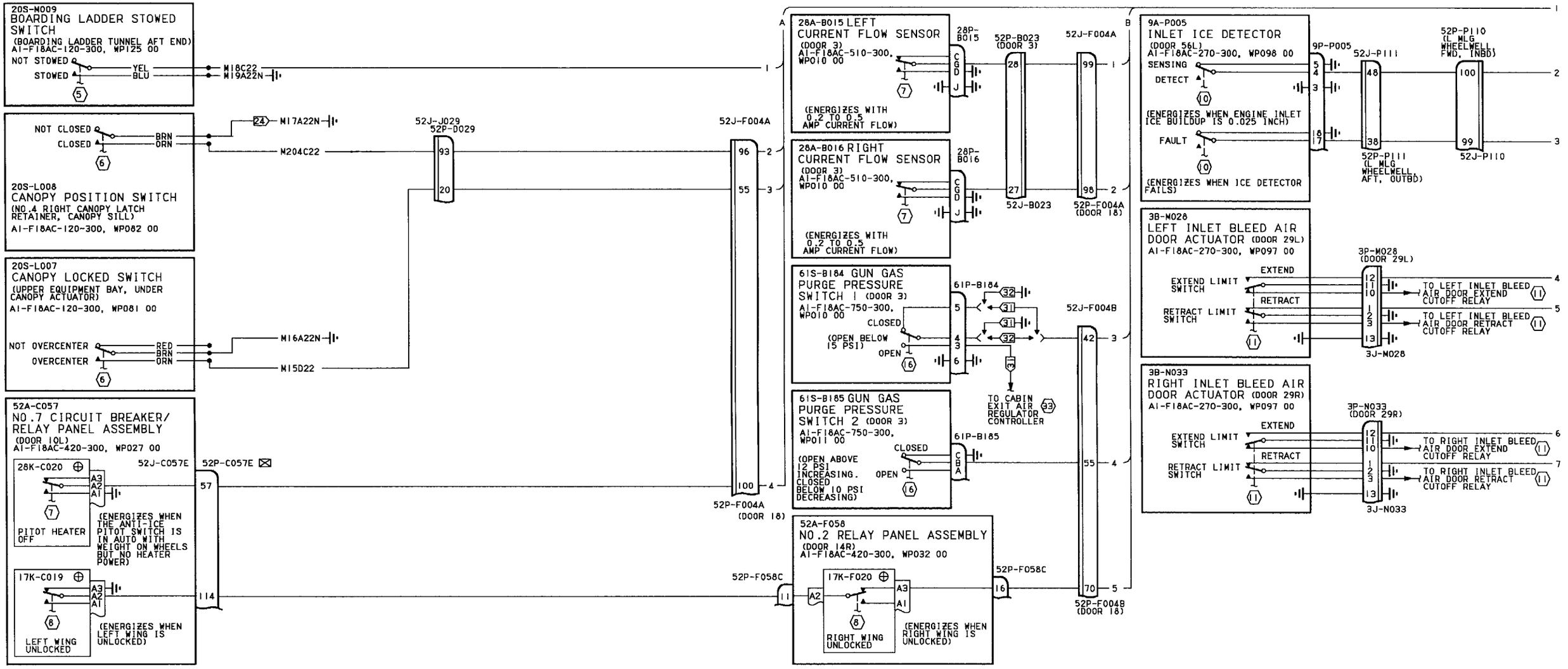
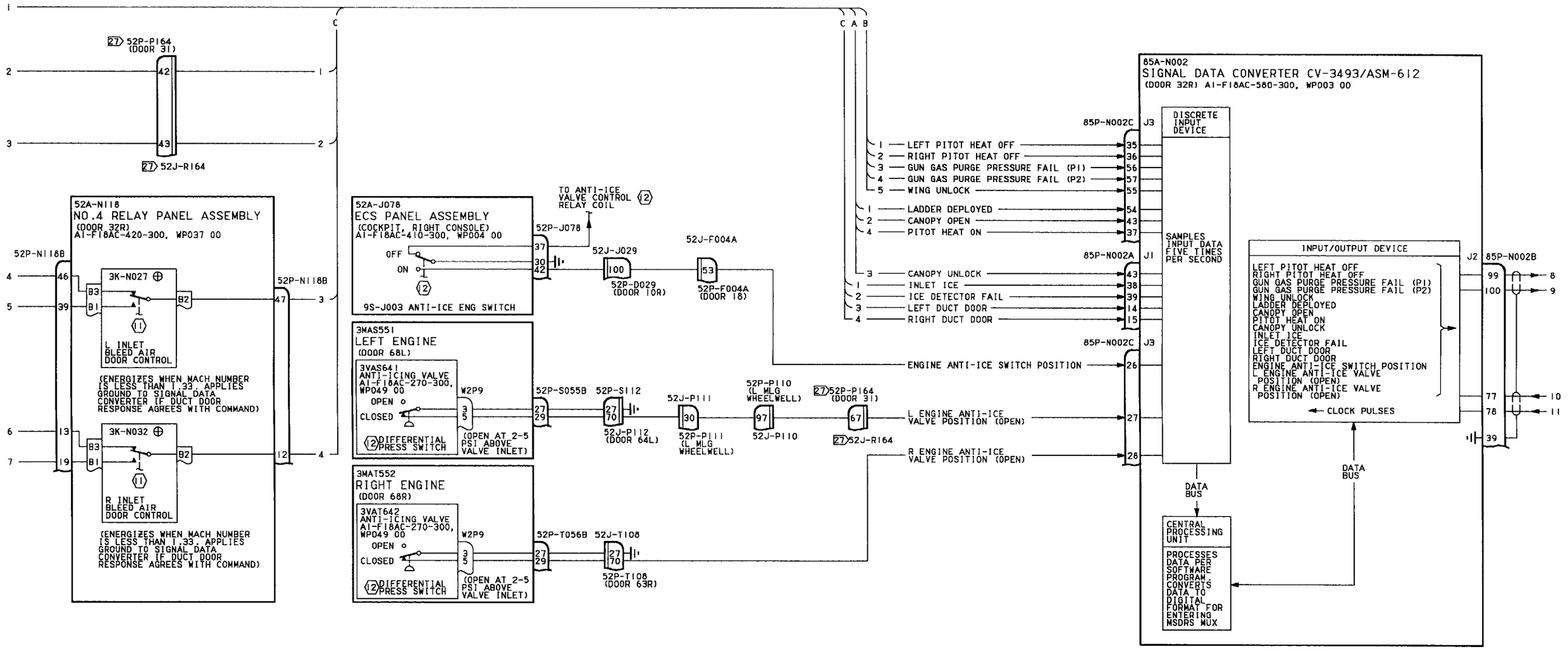


Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 1)

19010101

Figure 1.



19010102

Figure 1.

Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 2)

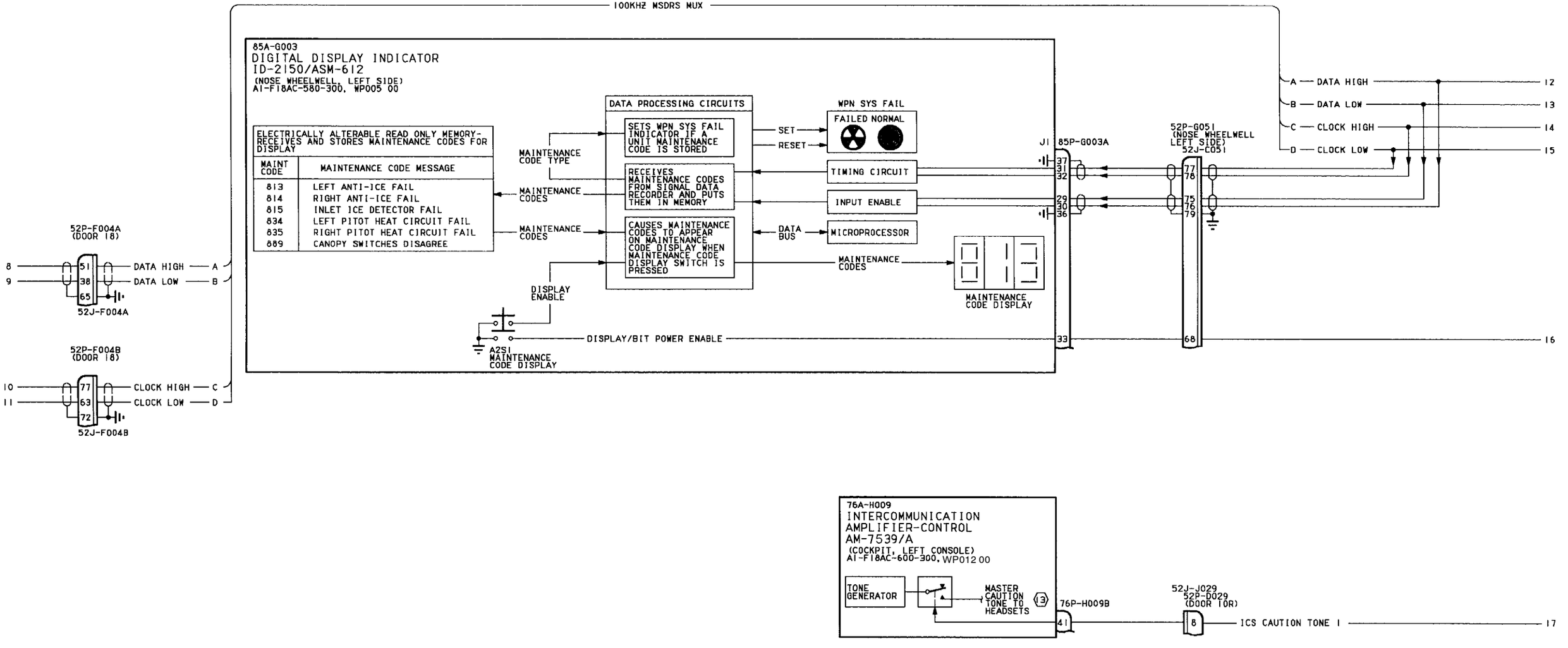


Figure 1.

Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 3)

19010103

Figure 1.

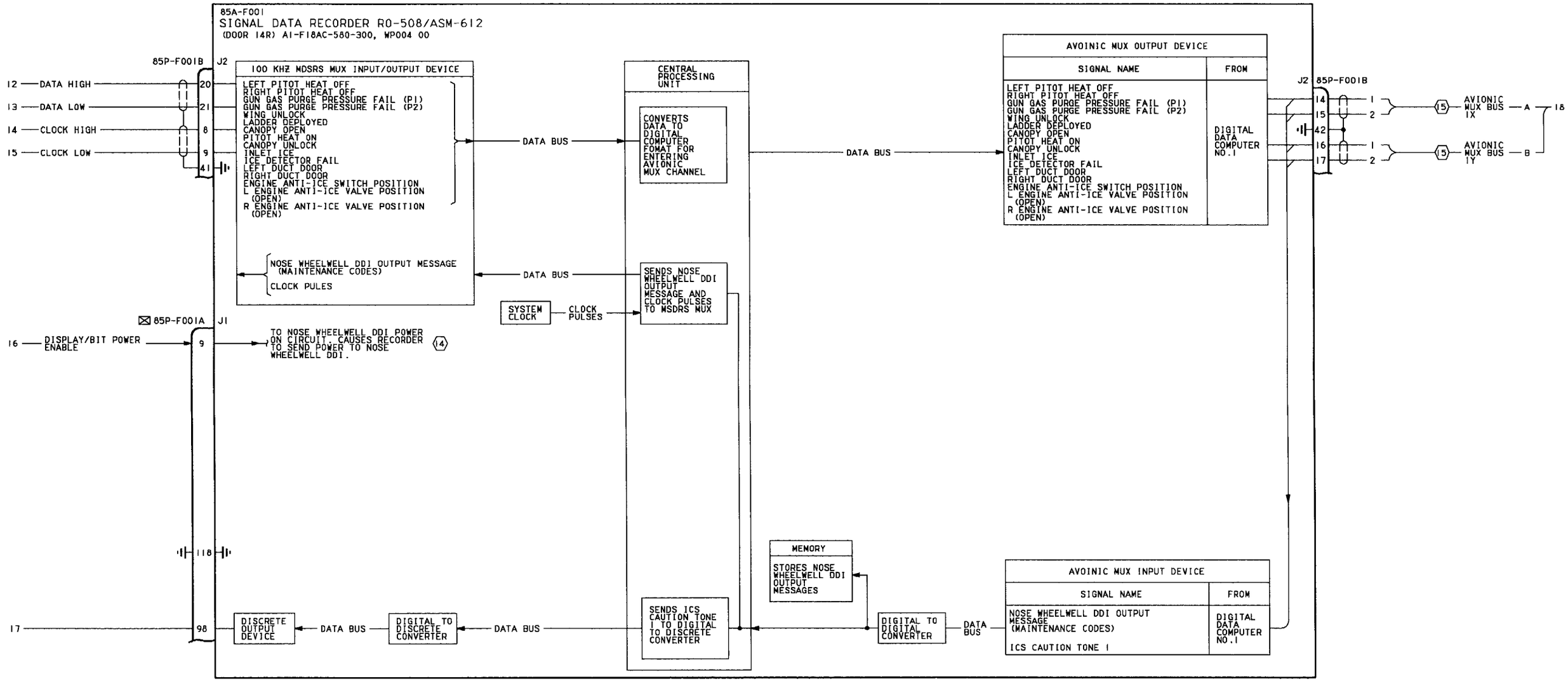
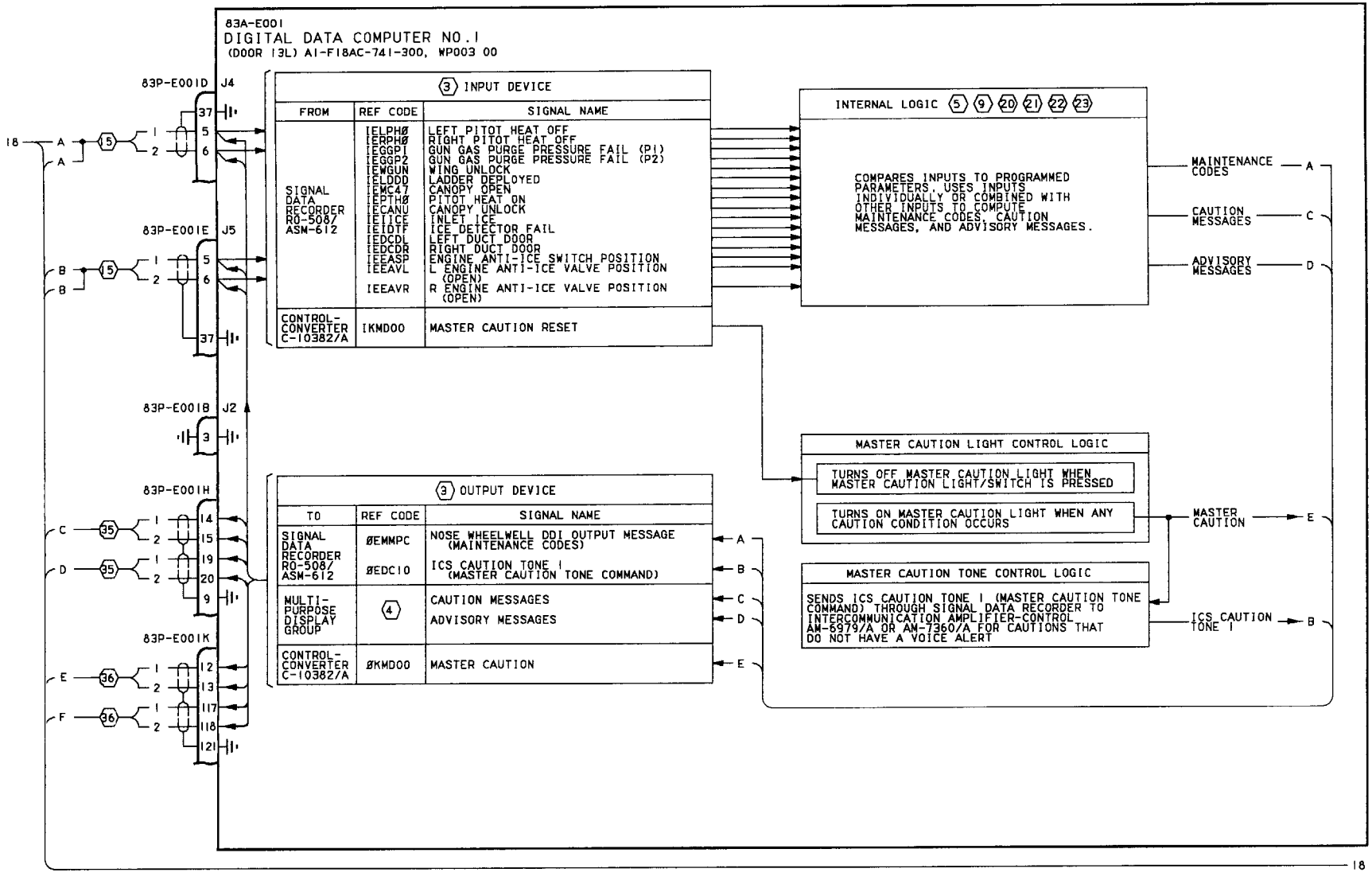


Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 4)

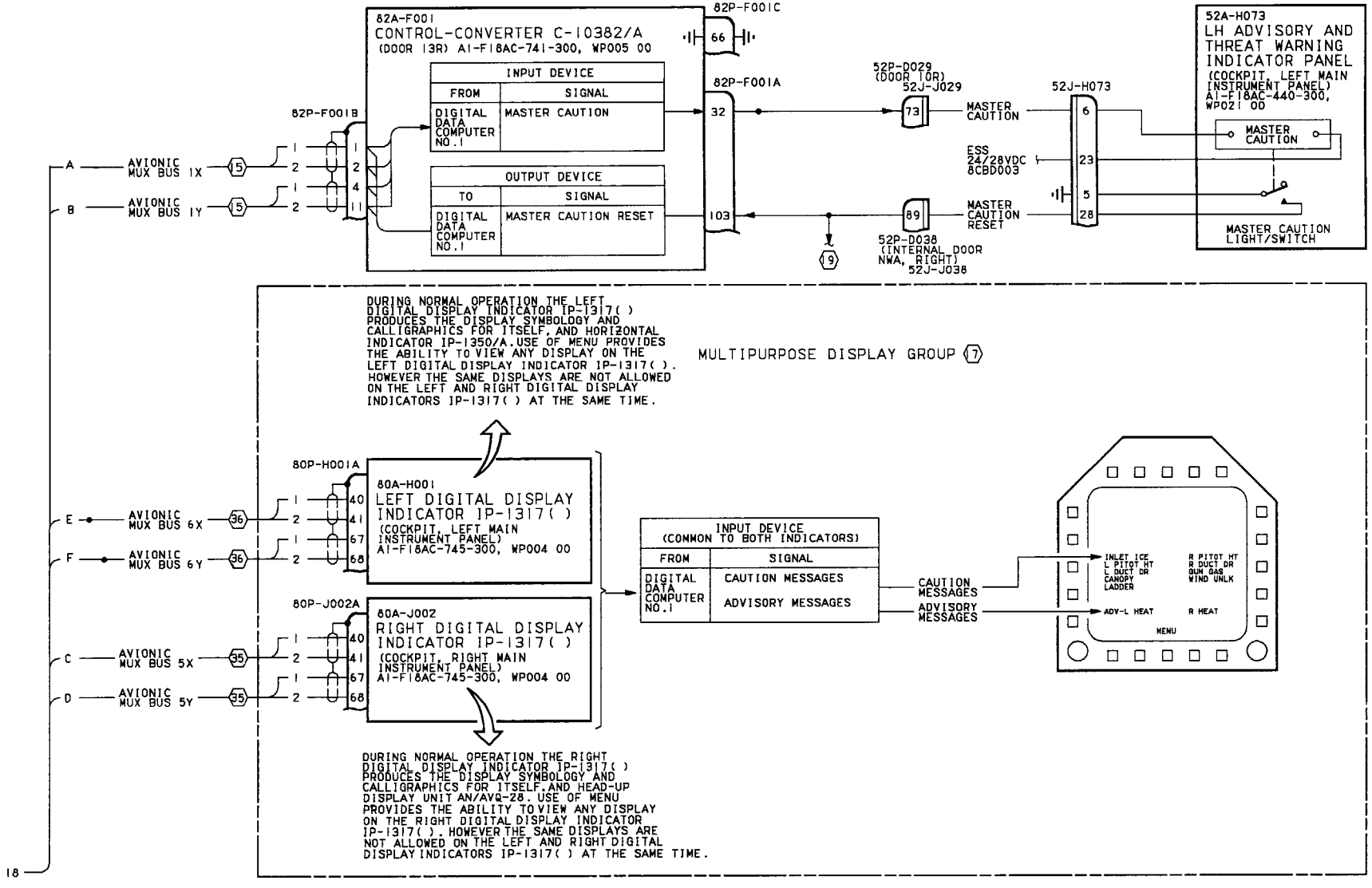
19010104

Figure 1.



19010105

Figure 1. Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 5) **Figure 1.**



19010106

Figure 1. Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 6) **Figure 1.**

LEGEND

1. CONTINUITY TESTS:

   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.

   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕), IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.

   D. WHEN TESTING FOR CONTINUITY, TEST FOR:

      (1) SHORTS TO GROUND.

      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.

      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.

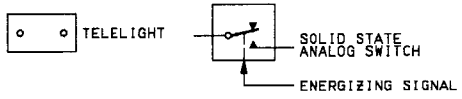
      (4) SHIELD CONTINUITY.

   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS

   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT, SEE NOTE 1.

   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.



(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00 (F/A-18A) OR WP005 00 (F/A-18B).

(5) BOARDING LADDER SYSTEM SCHEMATIC, A1-F18AC-120-500, WP009 00.

(6) CANOPY SYSTEM SCHEMATICS, A1-F18AC-120-500, WP006 00 AND WP007 00.

(7) PITOT STATIC SYSTEM HEATERS SCHEMATIC, A1-F18AC-510-500, WP003 00.

(8) WING FOLD SYSTEM SCHEMATIC, A1-F18AC-570-500, WP027 00.

(9) AIR TO AIR GUN AVIONIC INTERFACE SCHEMATIC, A1-F18AC-750-500, WP005 00; OR AIR TO GROUND GUN AVIONIC INTERFACE SCHEMATIC, A1-F18AC-750-500, WP006 00.

(10) INLET ICE DETECTOR SYSTEM SCHEMATIC, A1-F18AC-270-500, WP009 00.

(11) INLET BLEED AIR DOOR SYSTEM SCHEMATIC, A1-F18AC-270-500, WP009 00.

(12) ANTI-ICE SYSTEM SCHEMATIC, A1-F18AC-270-500, WP005 00.

(13) INTERCOMMUNICATION AND AUDIO SYSTEM FUNCTIONAL SCHEMATIC, A1-F18AC-600-500, WP013 00.

(14) POWER SCHEMATIC, WP005 00.

(15) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(16) GUN SYSTEM SCHEMATIC, A1-F18AC-750-500, WP004 00.

(17) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(18) DELETED.

(19) COCKPIT CAUTION LIGHTS SCHEMATIC, A1-F18AC-440-500, WP006 00.

(20) WINGFOLD SYSTEM CAUTION SCHEMATIC, A1-F18AC-570-500, WP027 00.

(21) PITOT STATIC SYSTEM CAUTIONS AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-510-500, WP003 00.

(22) INLET ICE, DUCT DOOR, AND HEAT CAUTIONS, ADVISORIES, AND MAINTENANCE CODES SCHEMATIC, A1-F18AC-270-500, WP010 00.

(23) CANOPY SYSTEM MAINTENANCE CODES AND CAUTION SCHEMATICS, A1-F18AC-120-500, WP006 00 AND WP007 00.

(24) DELETED.

(25) DELETED.

(26) DELETED.

(27) 162445 AND UP.

(28) DELETED.

(29) DELETED.

(30) DELETED.

(31) 163092 AND UP.

(32) 161353 THRU 162909.

(33) AVIONIC COOLING SYSTEM SCHEMATIC-EXCEPT COCKPIT, A1-F18AC-410-500, WP009 00.

(34) DELETED.

(35) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(36) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

19010107

Figure 1. Figure 1. Canopy, Wingfold, Boarding Ladder, Pitot Static, Gun, Anti-Icing and Air Induction Systems Interface Schematic (Sheet 7) Figure 1.

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - MAINTENANCE CODE CLEAR AND INHIBIT

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: WITH DIGITAL DATA COMPUTER NO. 1 CONFIG/IDENT NUMBER 84A AND UP

This WP supersedes WP020 00, dated 1 May 1986.

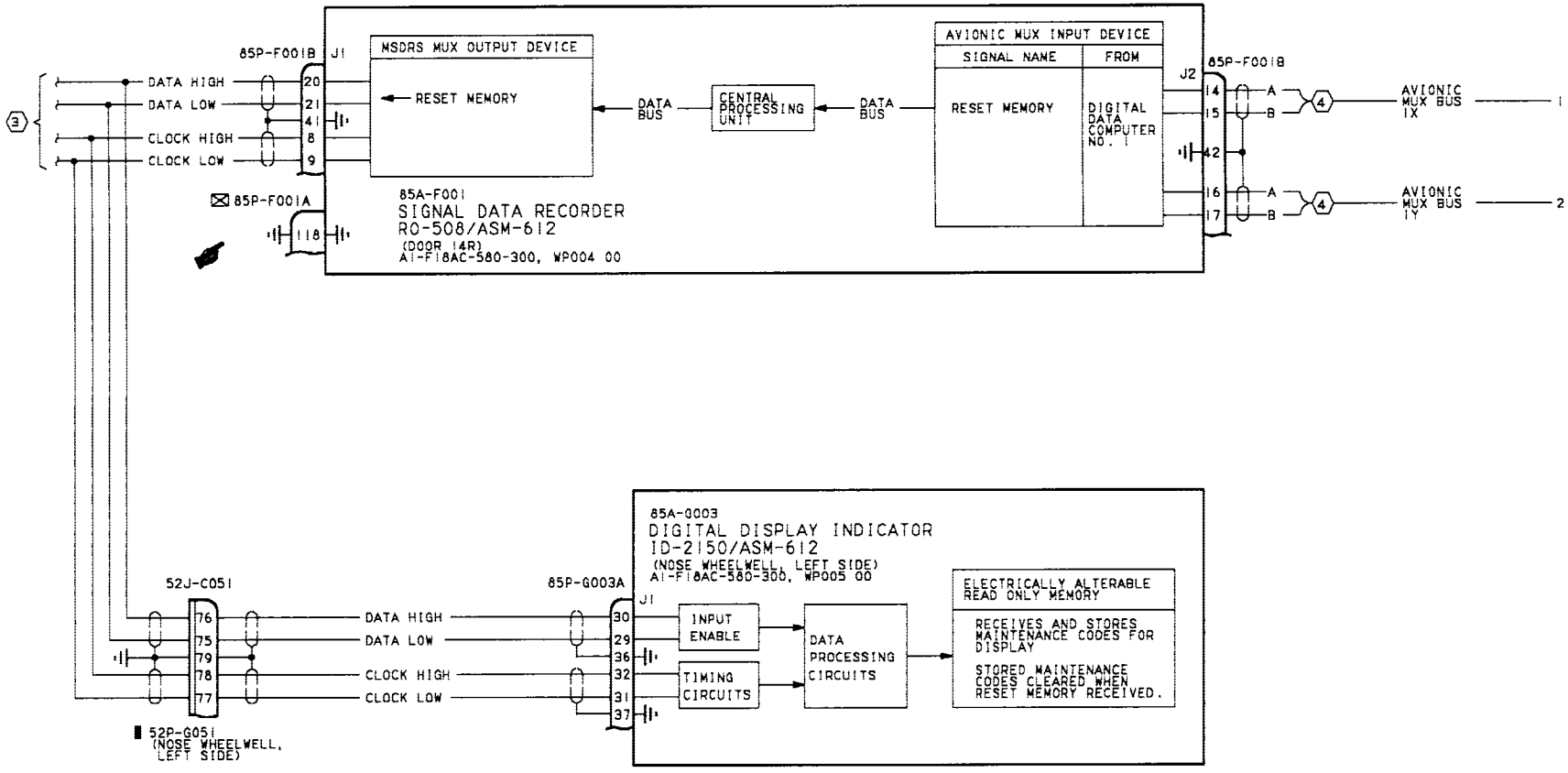
Reference Material

None

Alphabetical Index

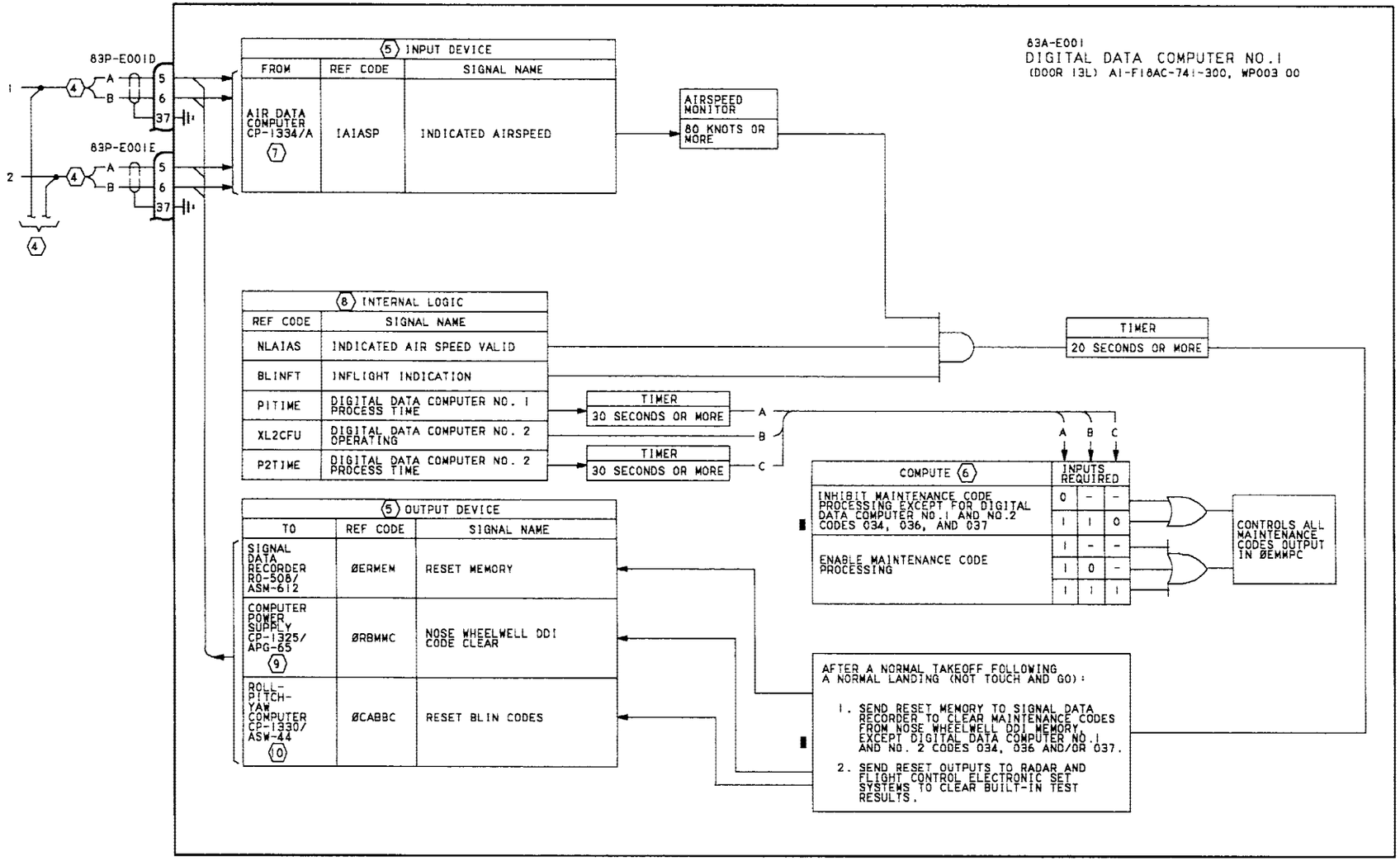
Record of Applicable Technical Directives

None



18AC-580-50-(20-1)B-GRID

Figure 1. **Figure 1. Maintenance Code Clear and Inhibit Schematic (Sheet 1)** **Figure 1.**



LEGEND

1. CONTINUITY TESTS:

   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.

   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.

   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/ RELAY CONTACTS MAY USE THE RX1 SCALE.

   D. WHEN TESTING CONTINUITY, TEST FOR:

      (1). SHORTS TO GROUND.
      (2). SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3). SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4). SHIELD CONTINUITY.

   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/ JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

2. NONSTANDARD SYMBOLS:

   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.

   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) POWER SCHEMATIC, WP005 00.

(4) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(5) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18AC-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(6) EXPLANATION OF MATRIX:

   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.

   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.

   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.

   D. INTERPRET MATRIX TABLE AS SHOWN:

      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.

      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.

      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(7) AIR DATA COMPUTER SYSTEM SCHEMATIC, A1-F18AC-560-500, WP004 00.

(8) REF CODES USED FOR THESE COMPUTATIONS ARE MISSION COMPUTER INTERNAL MNEMONICS. TO LOCATE INTERNAL REF CODES IN A1-F18AC-OLD-000, USE THE LOGIC DIAGRAMS FOR THE INPUT/OUTPUT REF CODES.

(9) RADAR INITIATED BUILT-IN TEST FAULT INDICATION SCHEMATIC, A1-F18AC-742-500, WP013 00.

(10) CAUTIONS AND BUILT-IN TESTS DISPLAYS SCHEMATIC, A1-F18AC-570-500, WP024 00.

18AC-580-50-(20-2)B-GRID

Figure 1.

Figure 1. Maintenance Code Clear and Inhibit Schematic (Sheet 2)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - MISSION DATA LOADER MISSION INITIALIZATION FUNCTIONAL

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18 AFTER F/A-18 AFC 253 OR F/A-18 AFC 292 AND F/A-18 AFC 225 WITH DIGITAL DATA COMPUTER CONFIG/IDENT 15C AND UP (A1-F18AC-SCM-000)

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 225	-	Avionics Multiplex Bus Upgrade, Modification of (ECP MDA-F/A-18-0529)	1 Jun 02	-
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

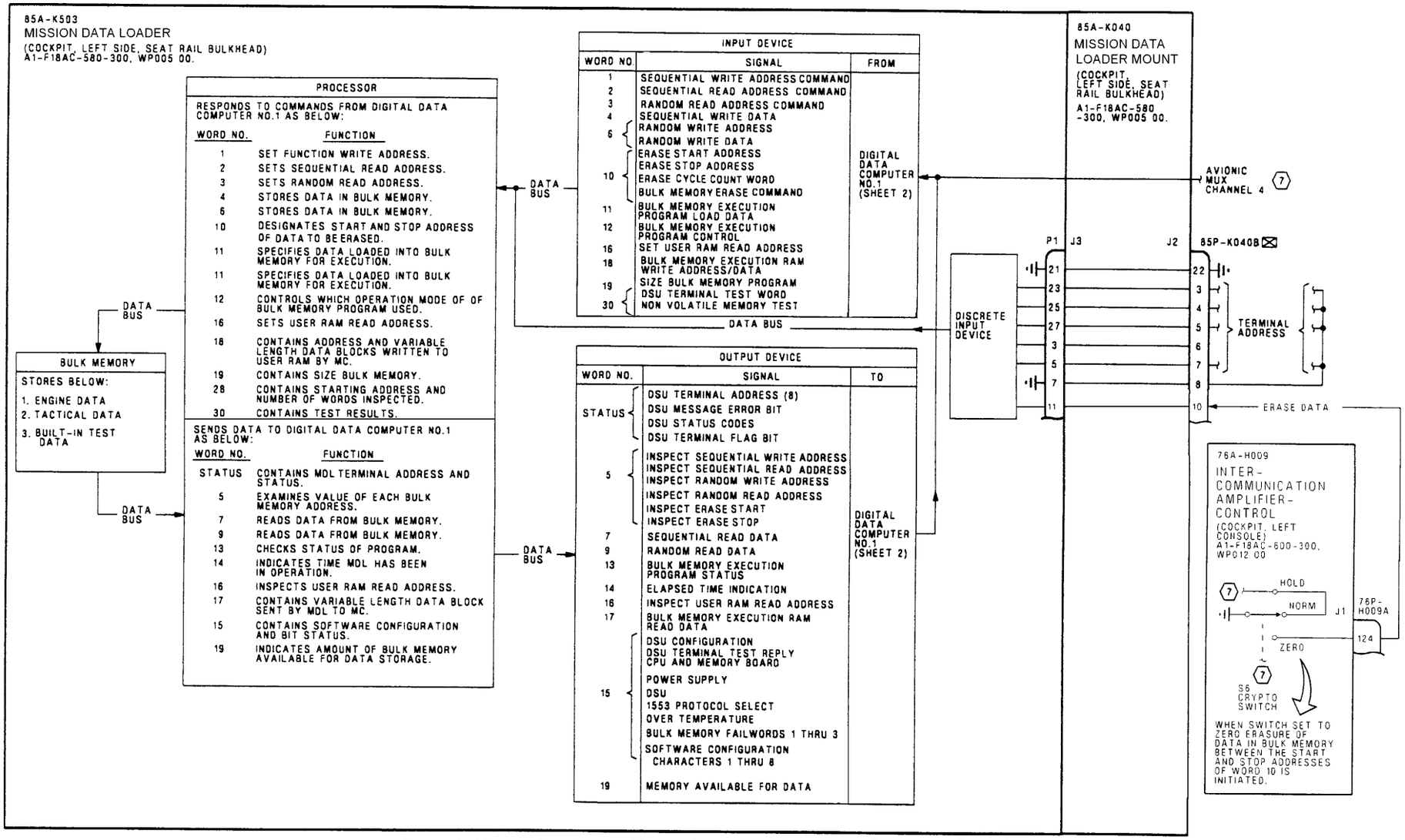


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 1)

02100101

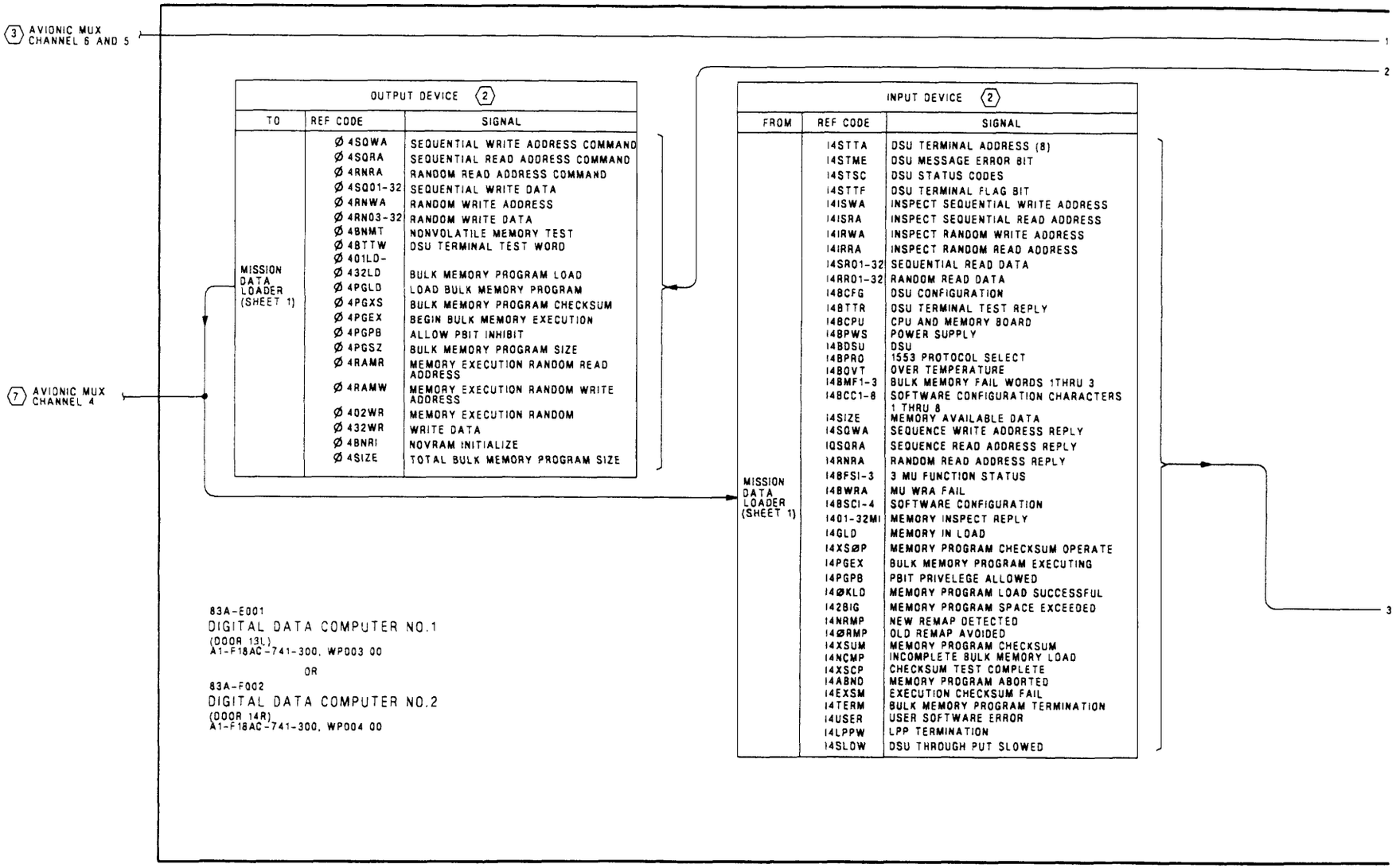


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 2)

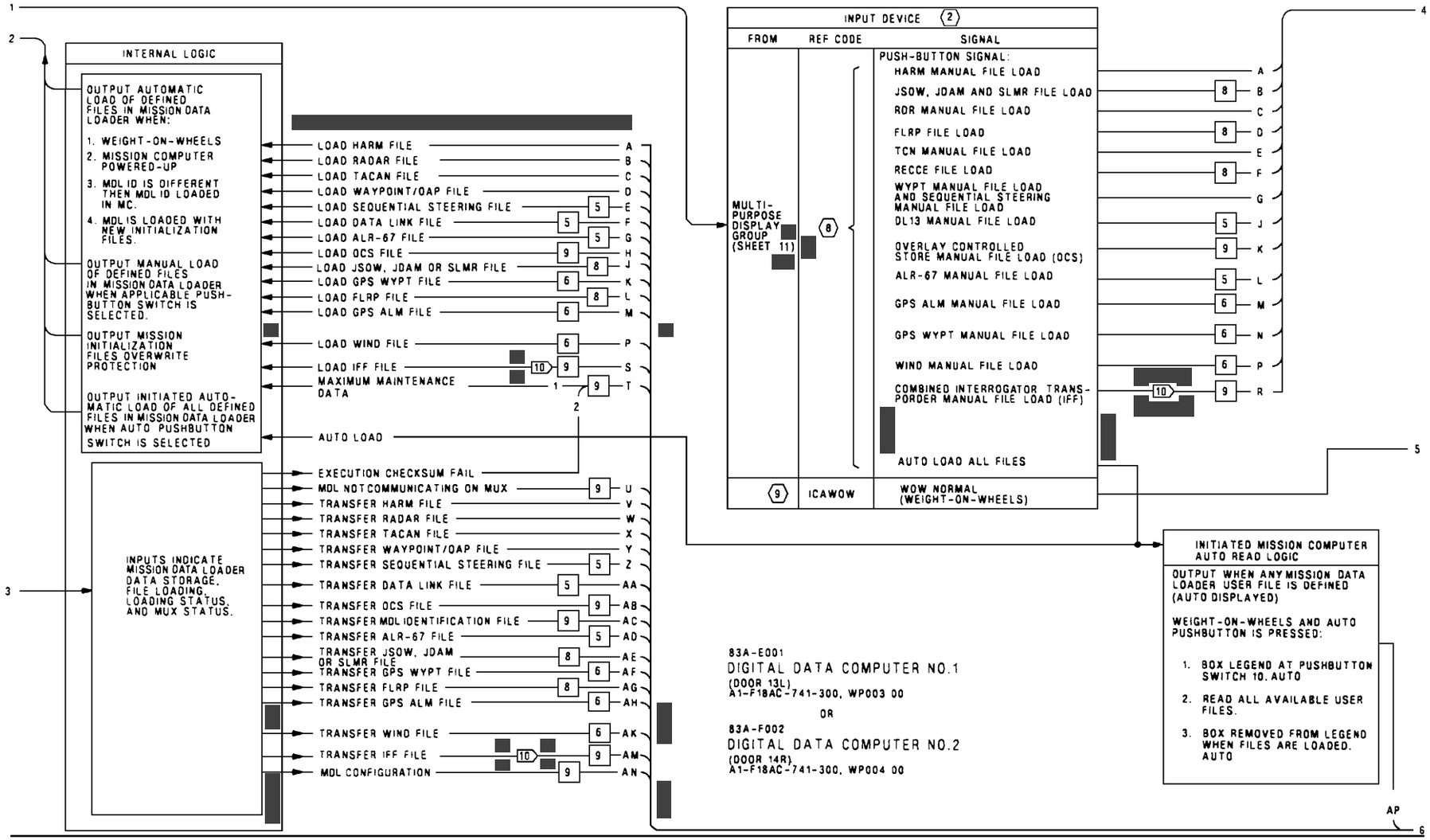


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 3)

02100103

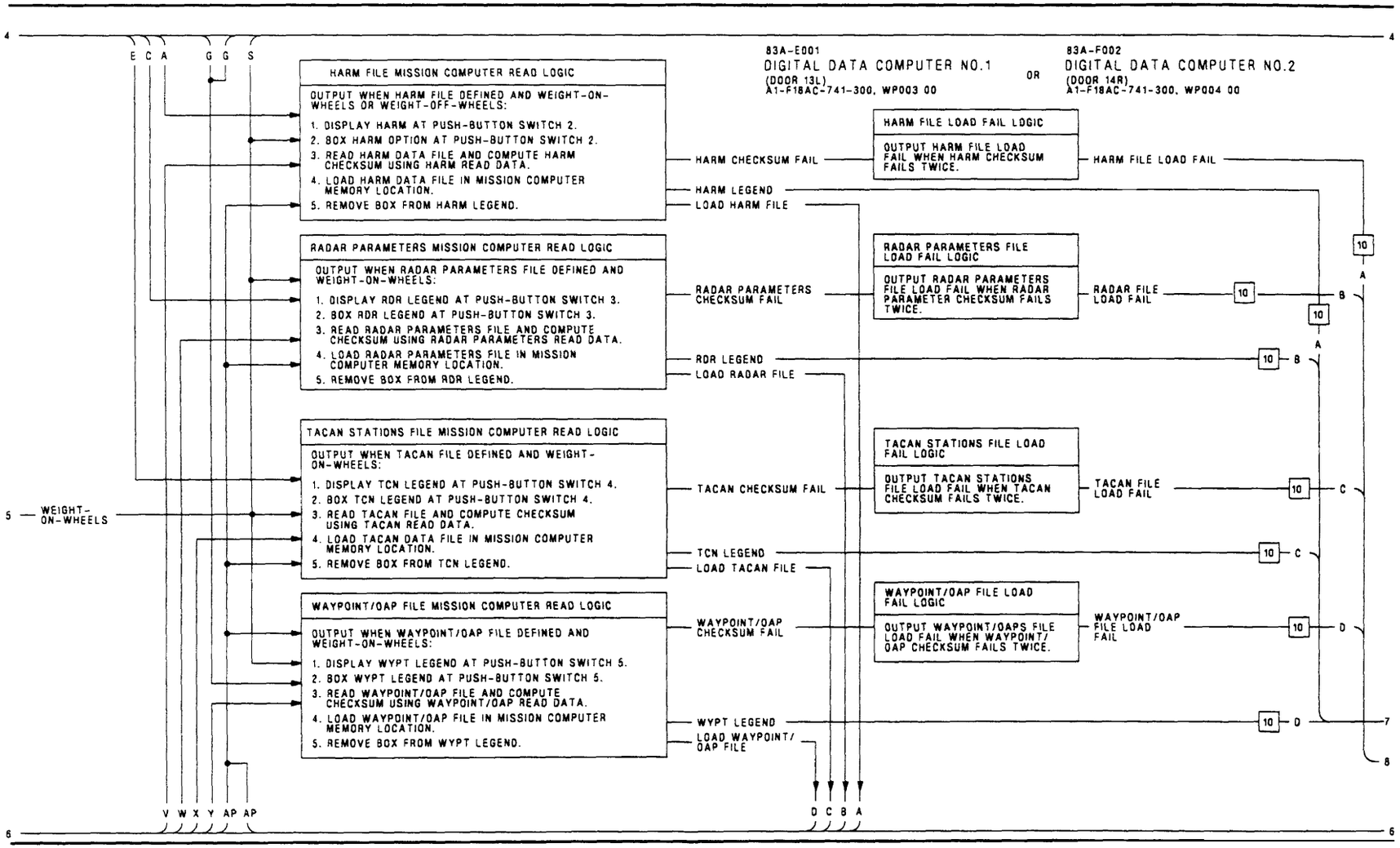


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 4)

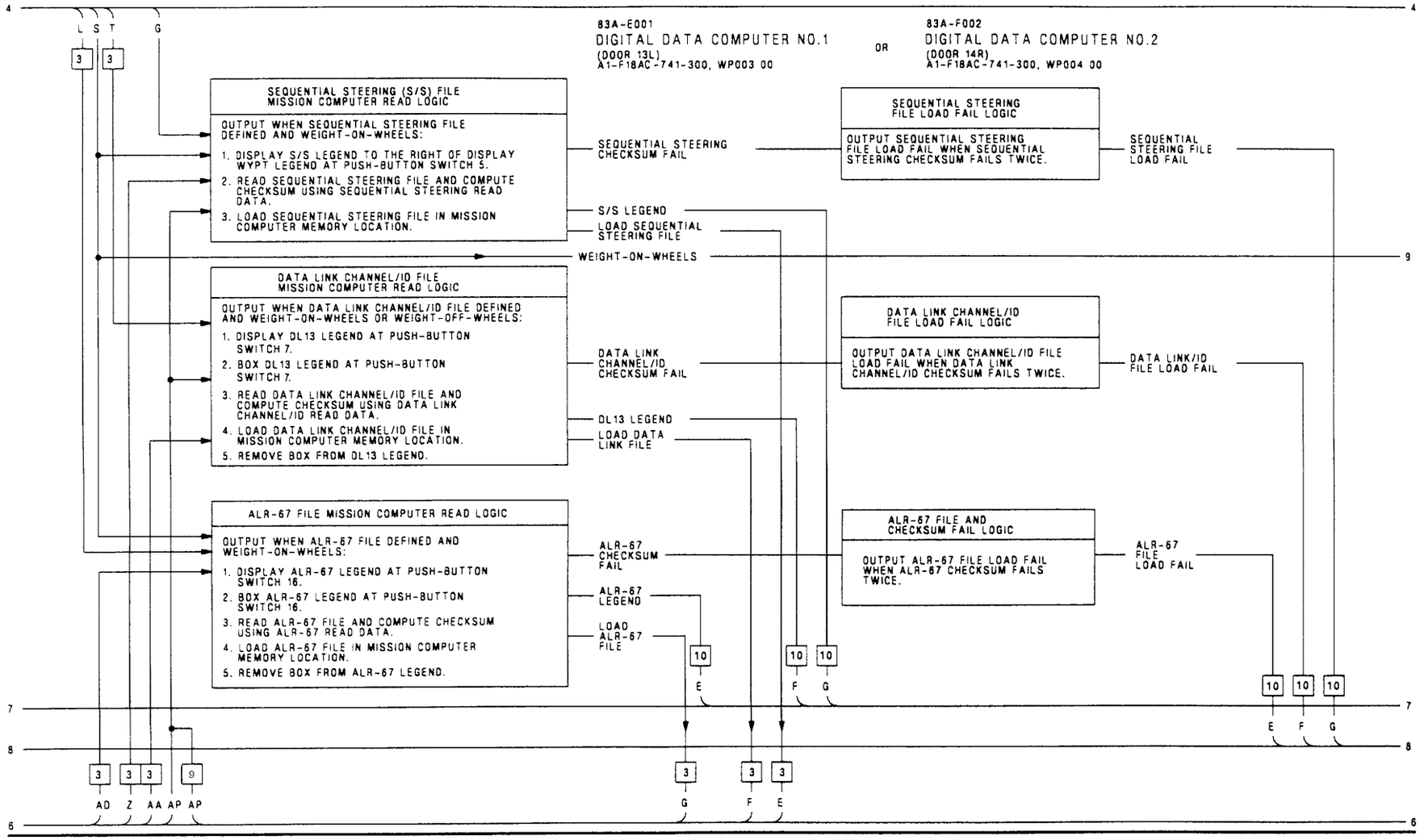


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 5)

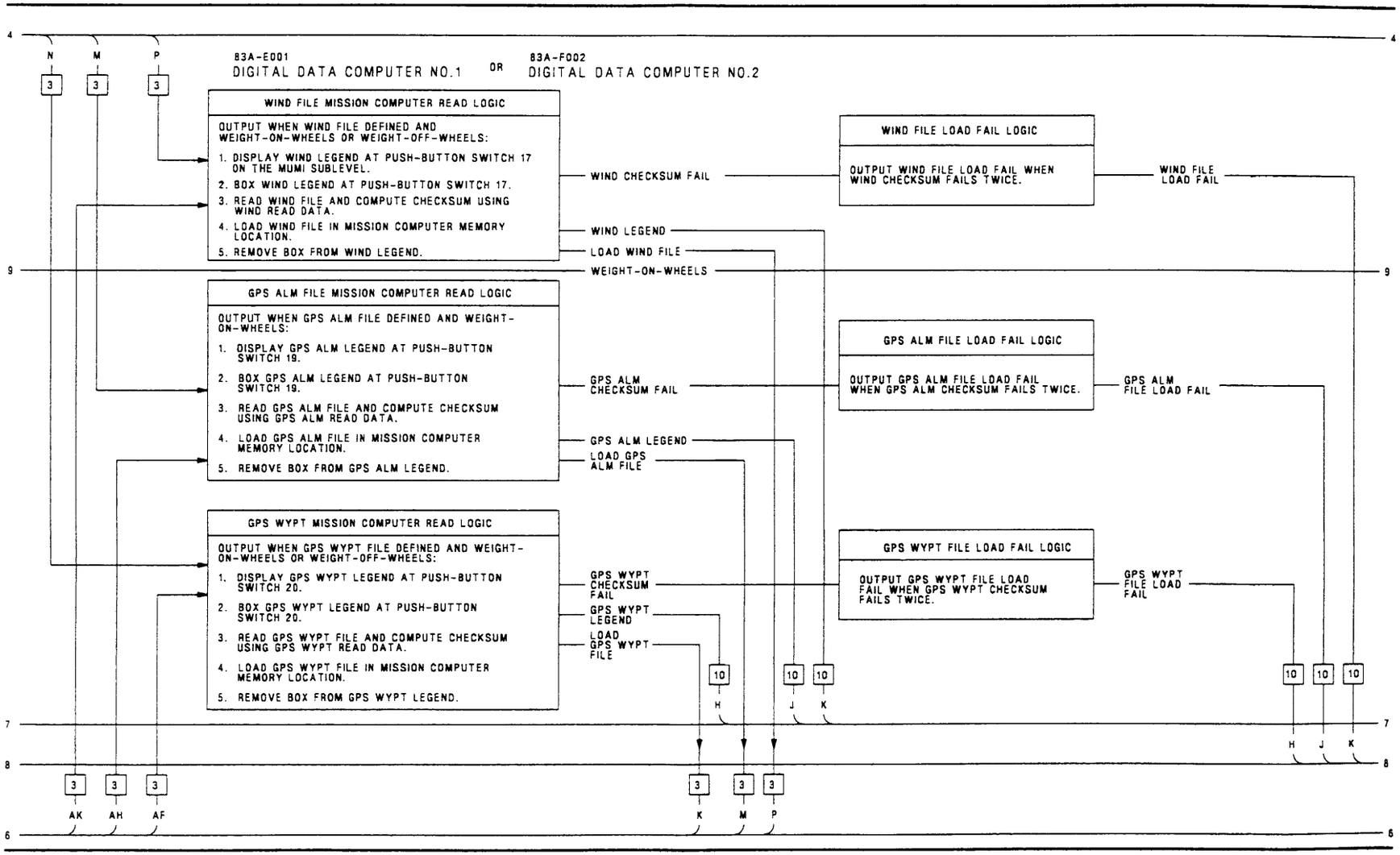


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 6)

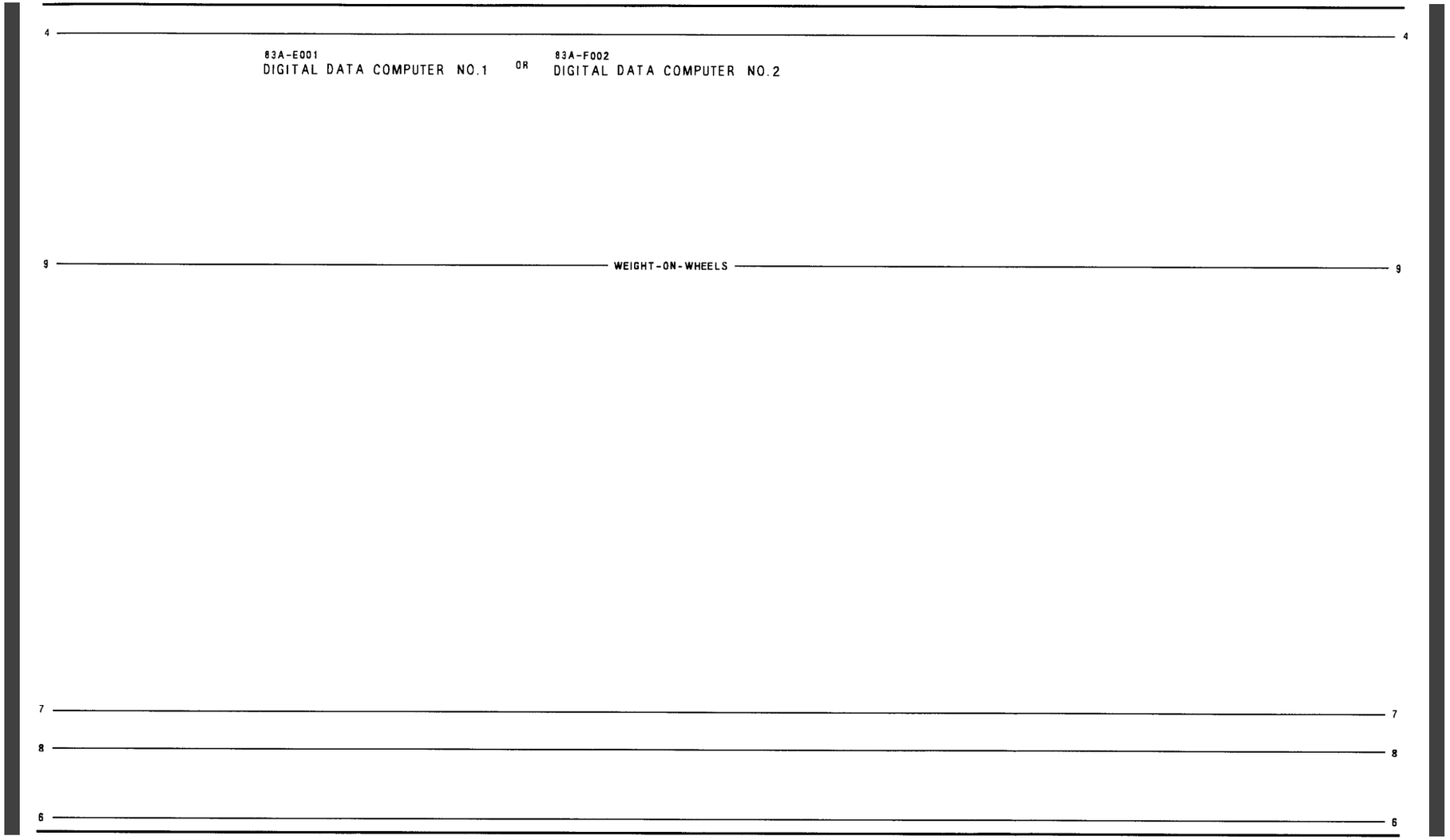


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 7)

02100107

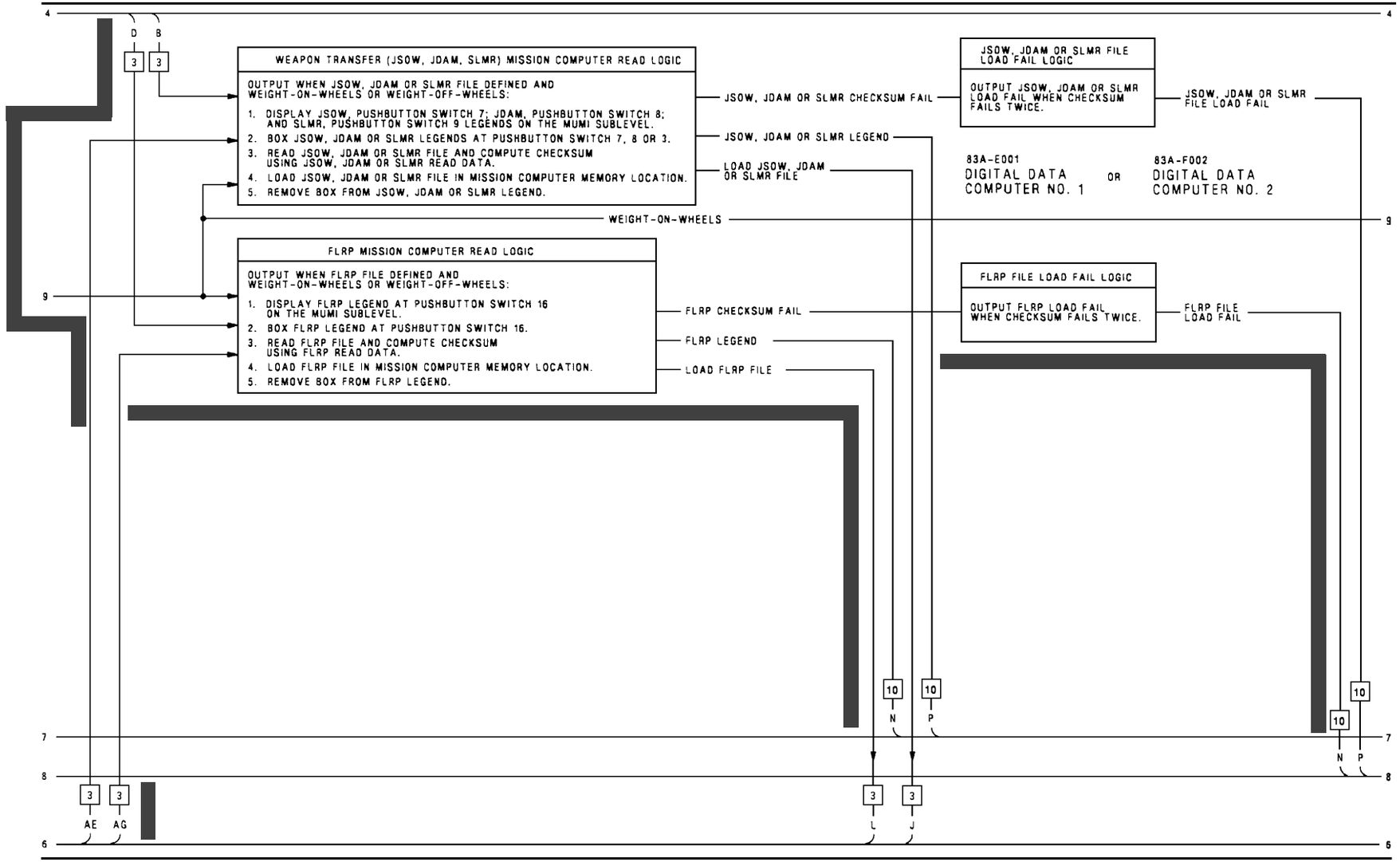


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 8)

02100108

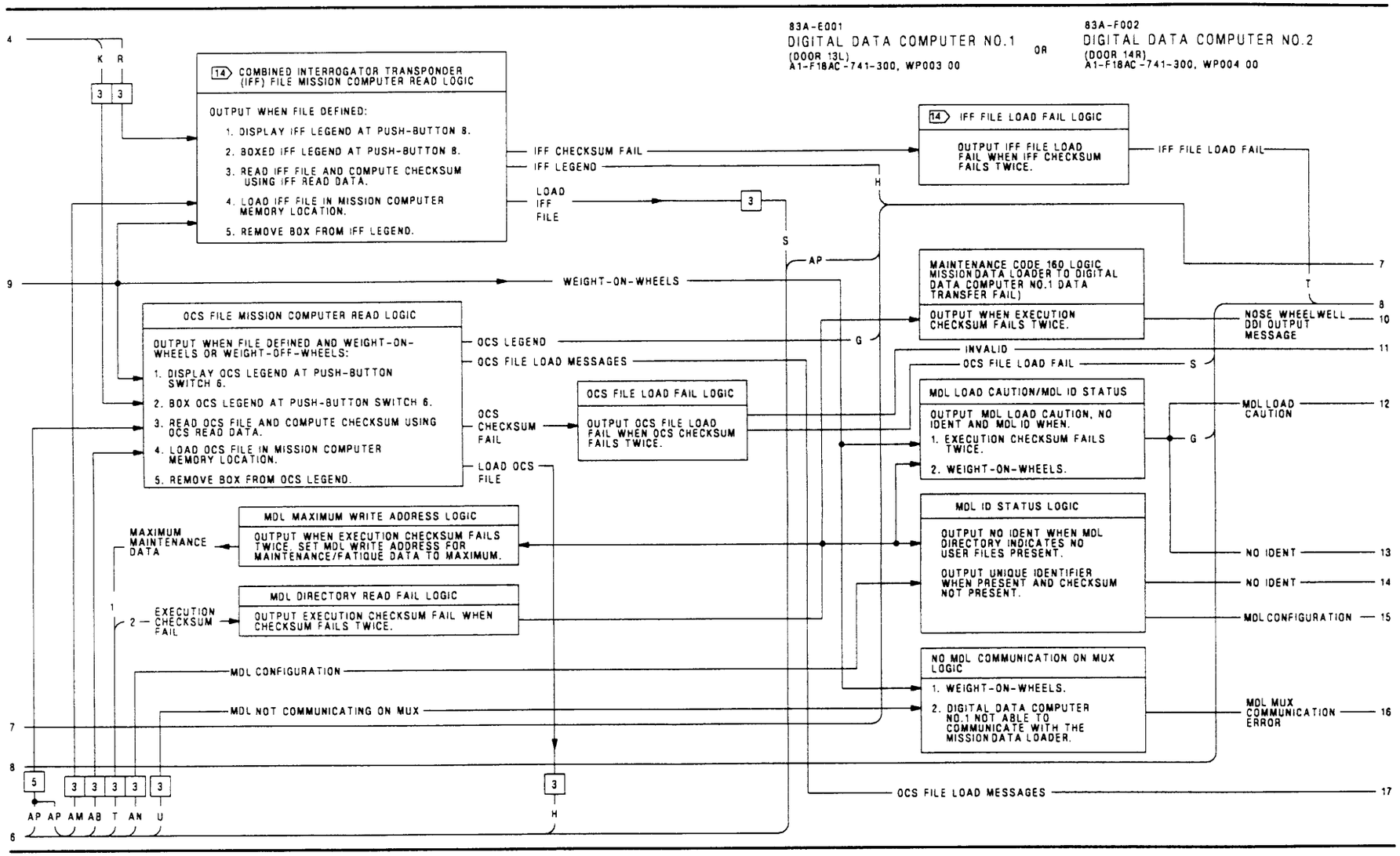
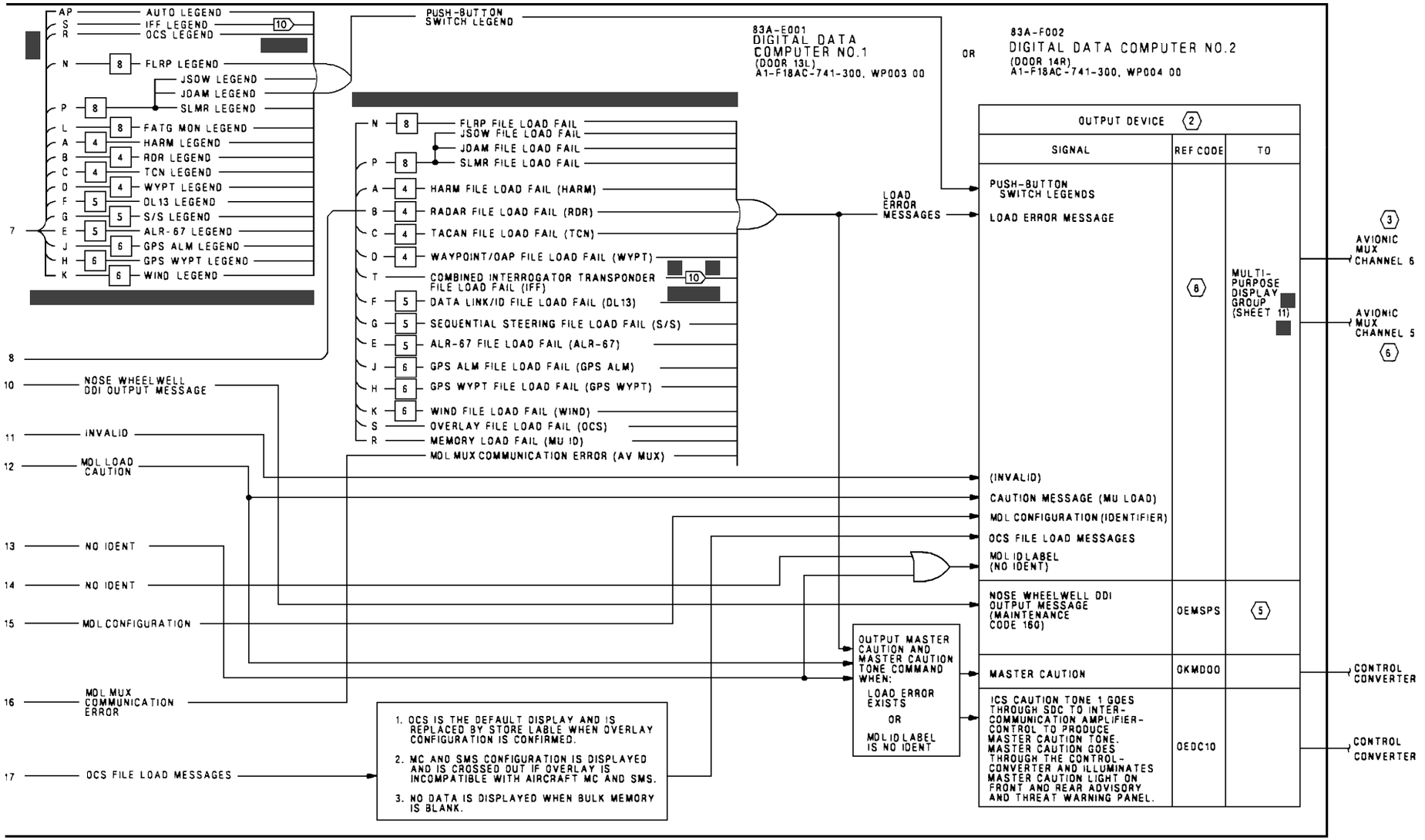


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 9)

02100109



02100110

Figure 1.

Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 10)

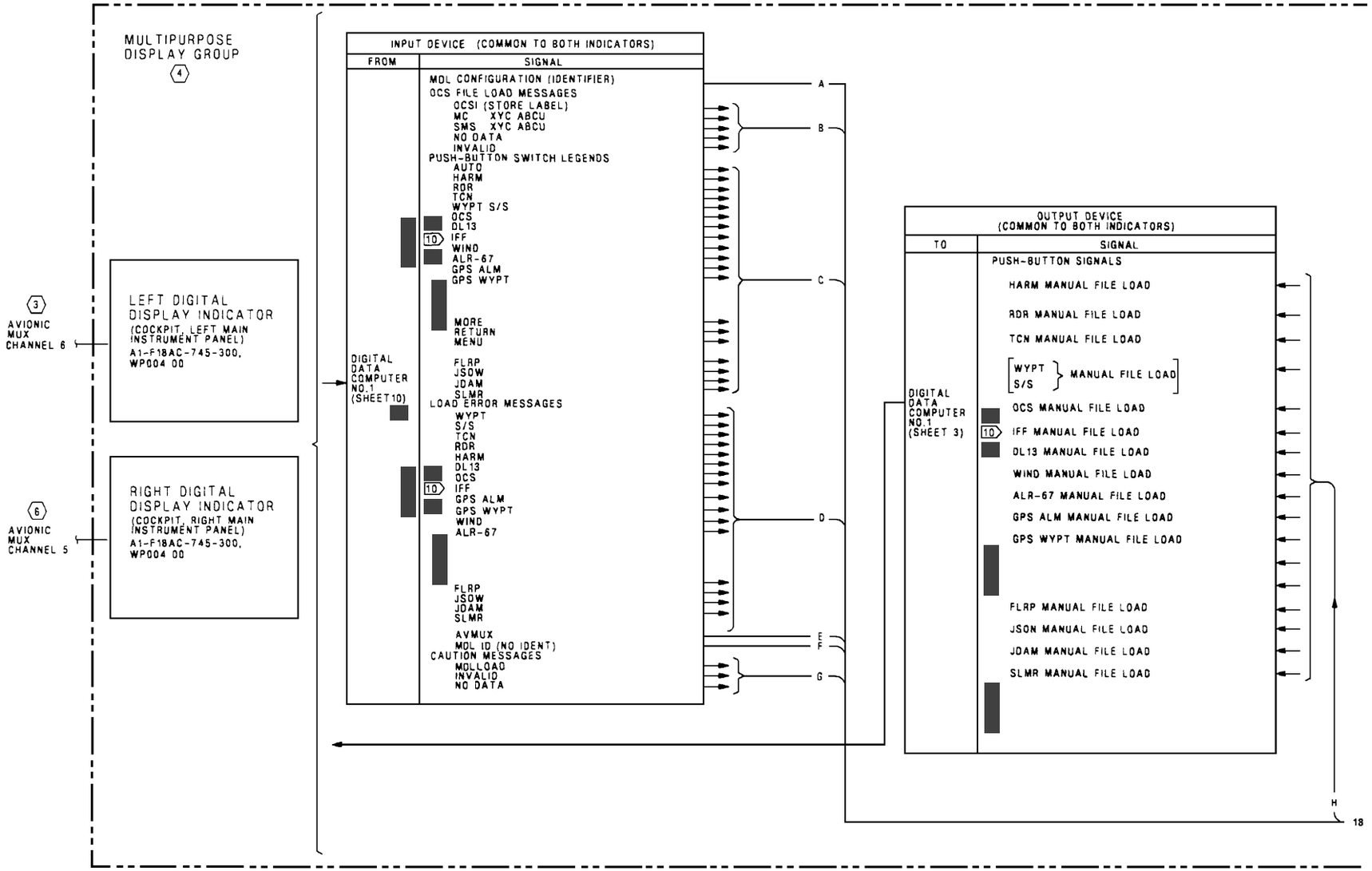


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 11)

02100111

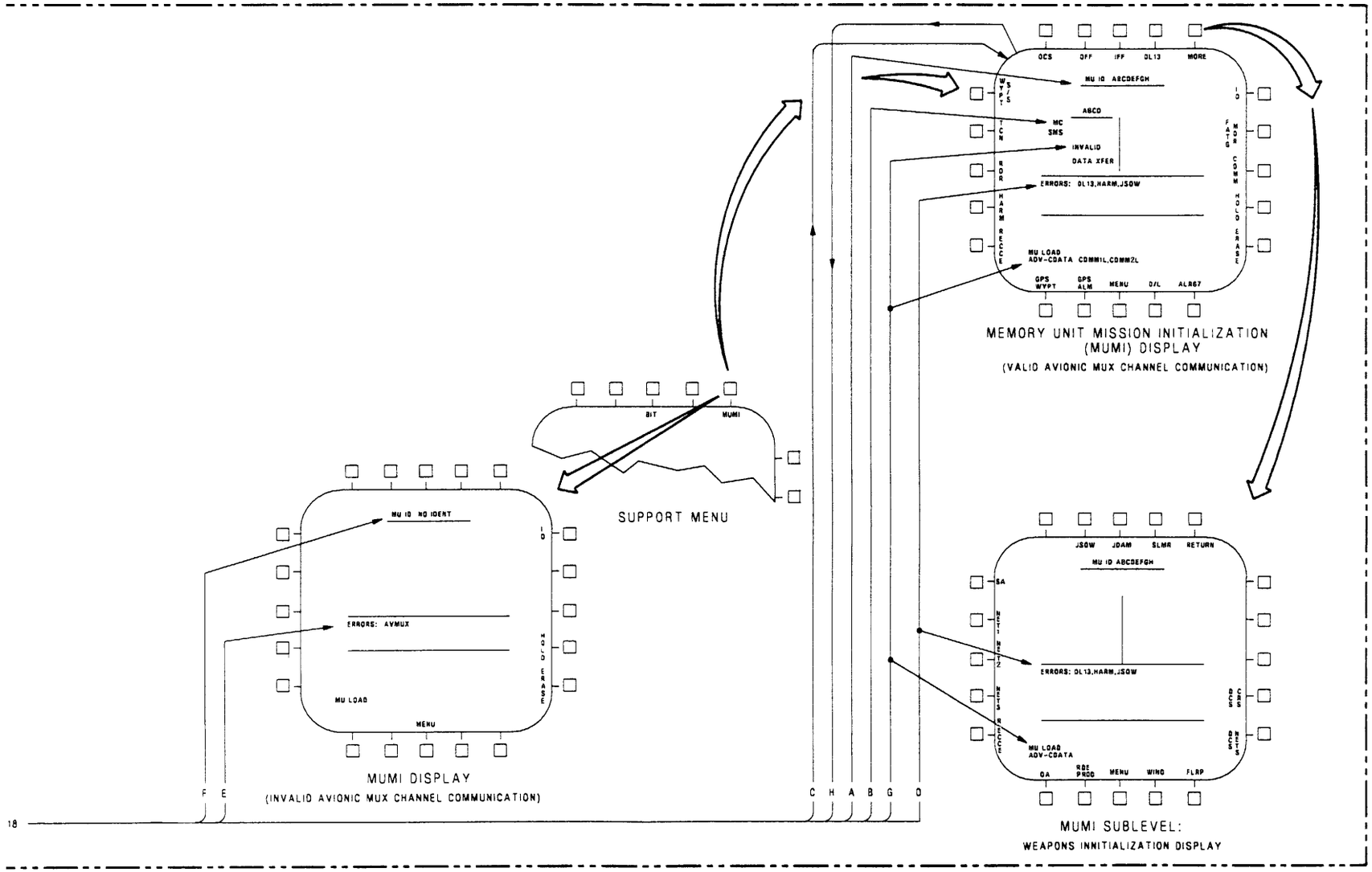


Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 12)

LEGEND

1. CONTINUITY TESTS:
   A. AIRCRAFT WIRE NUMBERS, SPLICE POINTS AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENITIFIED BY ⊕) IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT
   REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. WHEN TESTING CONTINUITY TEST FOR:
   (1) SHORTS TO GROUND.
   (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
   (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
   (4) SHIELD CONTINUITY.
   D. WHEN ELECTRICAL POWER IS OFF. 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.

(2) FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(3) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

(4) MULTIPURPOSE DISPLAY GROUP INTERCONNECT SCHEMATIC, REFER TO A1-F18AC-745-500.

(5) REF CODES FOR SYSTEM BUILT-IN TEST INPUTS ARE SHOWNON INDIVIDUAL SYSTEM SCHEMATICS WHEN DIGITAL DATA COMPUTER NO. 1DETERMINES A MAINTENANCE CODE CONDITION EXISTS. PROCESSING IS THE SAME FOR ALL MAINTENANCE CODES.

(6) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(7) AVIONIC MUX CHANNEL 4 SCHEMATIC, A1-F18AC-741-500, WP017 00.

(8) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, REFER TO A1-F18AC-FRM-000. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST A1-F18AC-745-200, WP004 00.

(9) CROSS CHANNEL/MUX BUS/DISPLAYS FUNCTIONAL SCHEMATIC, A1-F18AC-570-500, WP021 01.

[10] AFTER F/A-18 AFC 292.

Figure 1. Mission Data Loader Mission Initialization Functional Schematic (Sheet 13)

ORGANIZATIONAL MAINTENANCE

SYSTEM SCHEMATICS

SCHEMATIC - MISSION DATA LOADER BUILT-IN TEST

MAINTENANCE STATUS DISPLAY AND RECORDING SYSTEM

EFFECTIVITY: F/A-18 AFTER F/A-18 AFC 253 OR F/A-18 AFC 292 AND F/A-18 AFC 225

This WP supersedes WP022 00, dated 1 December 2000.

Reference Material

None

Alphabetical Index

Record of Applicable Technical Directives

Type/ Number	Date	Title and ECP No.	Date Incorp.	Remarks
F/A-18 AFC 225	-	Avionics Multiplex Bus Upgrade, Modification of, (ECP MDA-F/A-18-0529)	1 Jun 02	-
F/A-18 AFC 253	-	USNR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0560R1)	1 Dec 00	-
F/A-18 AFC 292	-	USMCR F/A-18 A+ Avionics Upgrade, Incorporation of, (ECP MDA-F/A-18-0583)	1 Dec 00	-

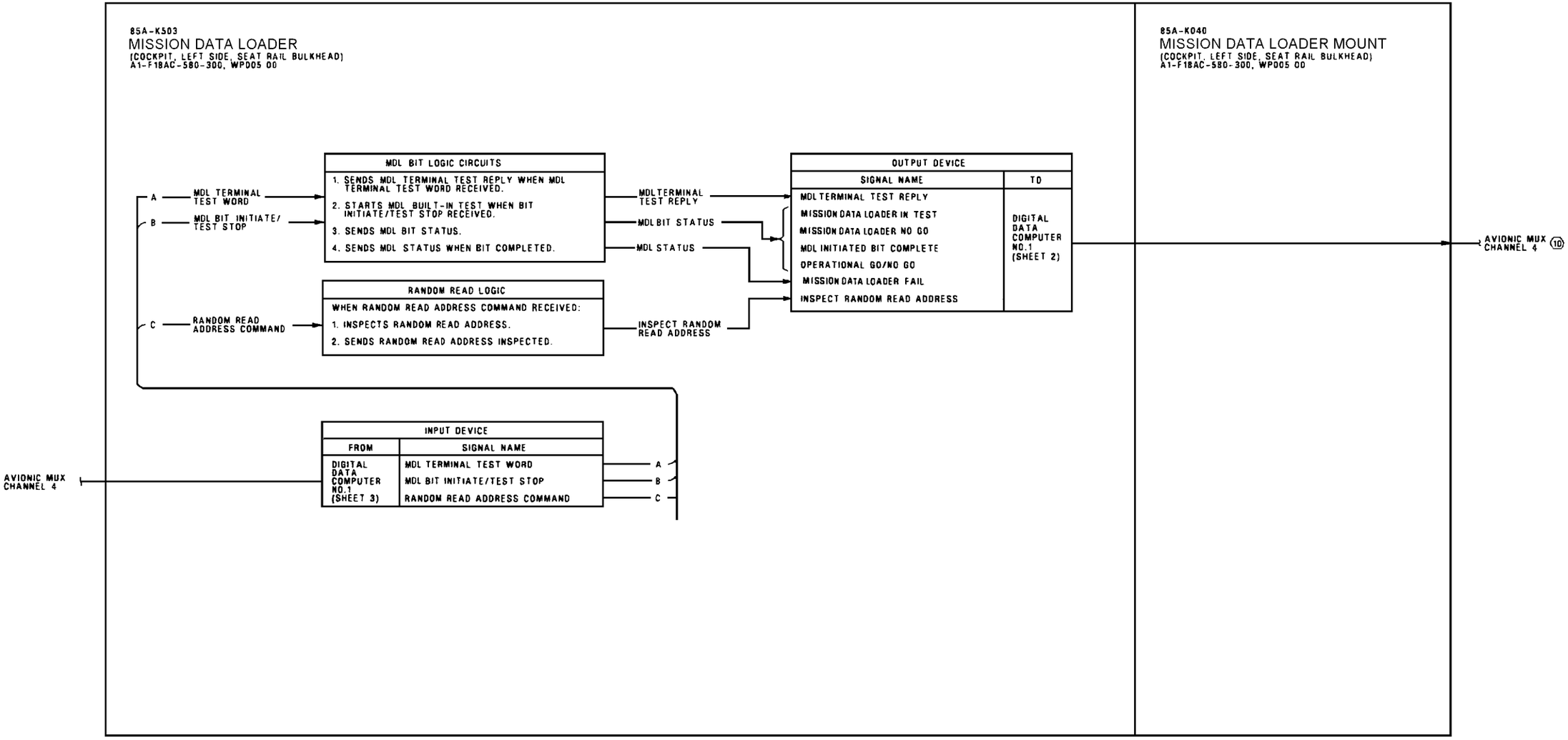


Figure 1. Mission Data Loader Built-In Test Schematic (Sheet 1)

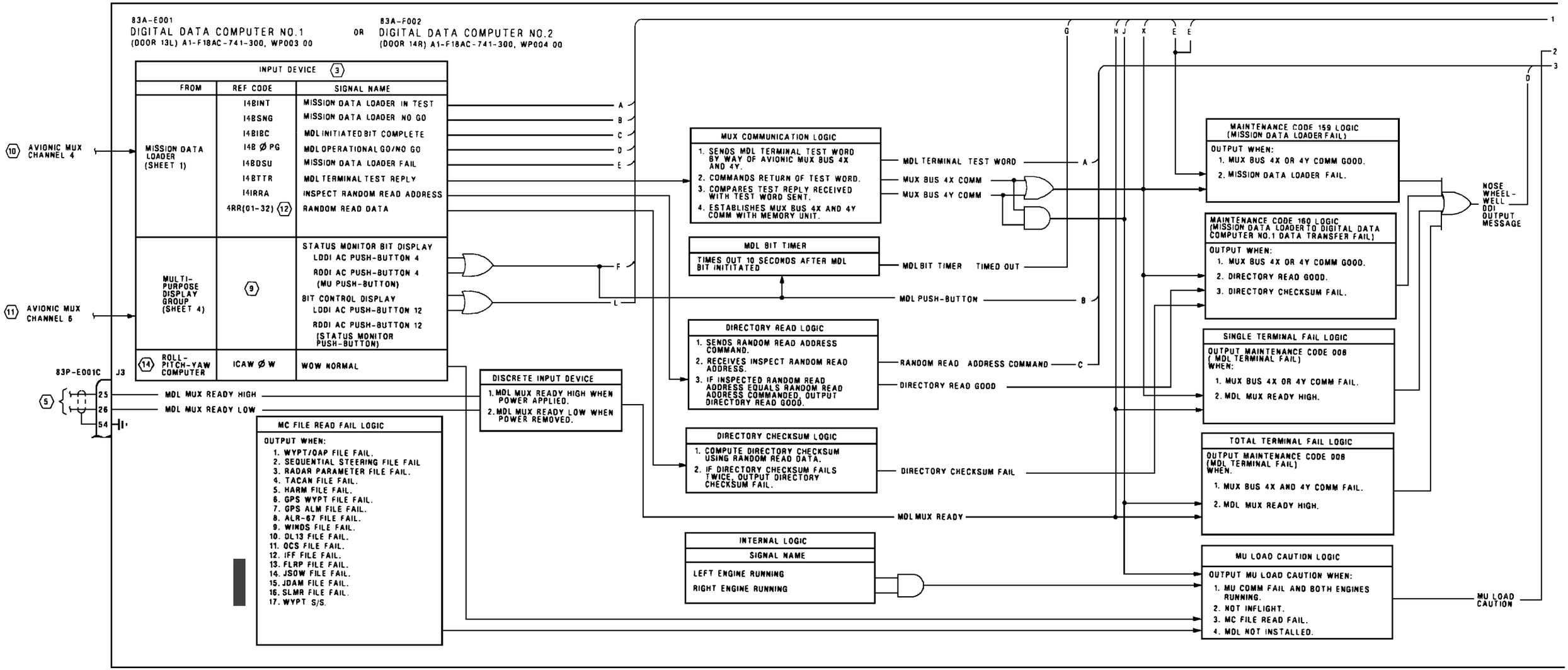


Figure 1. Mission Data Loader Built-In Test Schematic (Sheet 2)

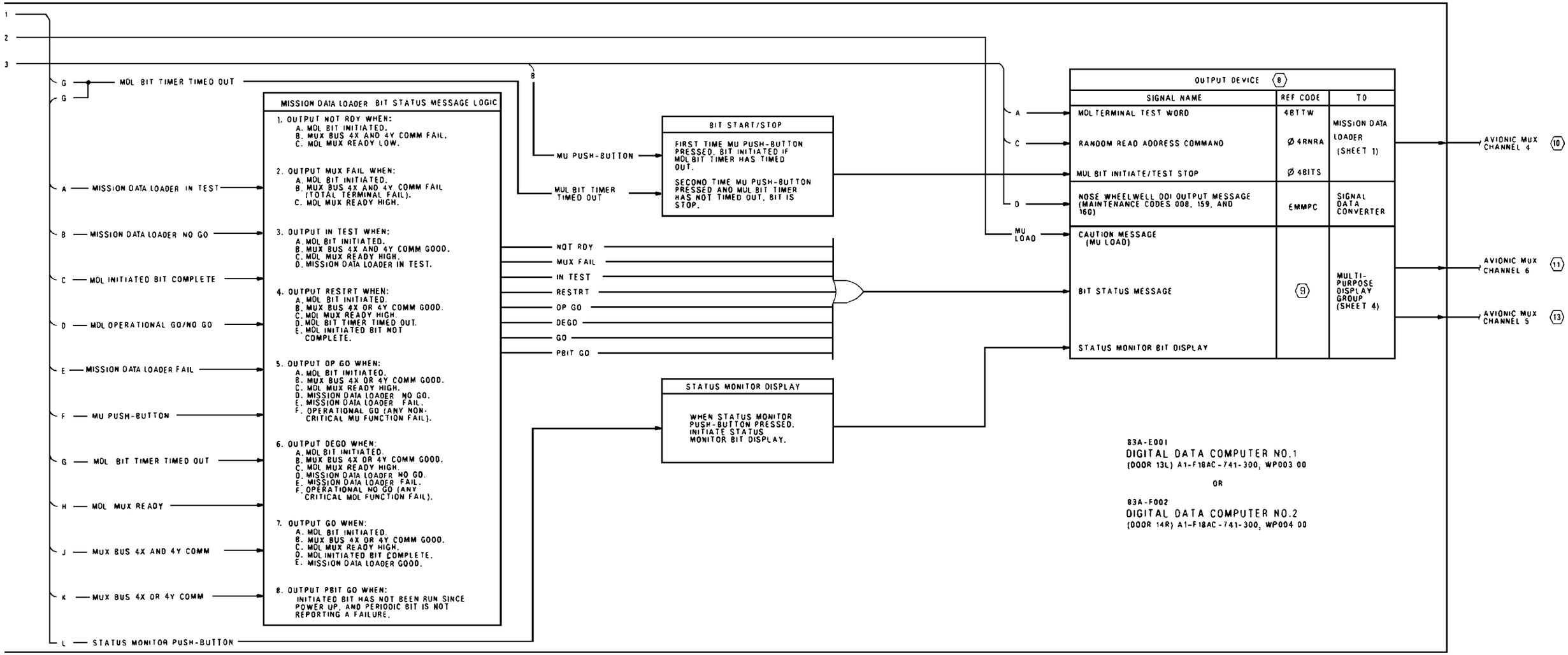


Figure 1. Mission Data Loader Built-In Test Schematic (Sheet 3)

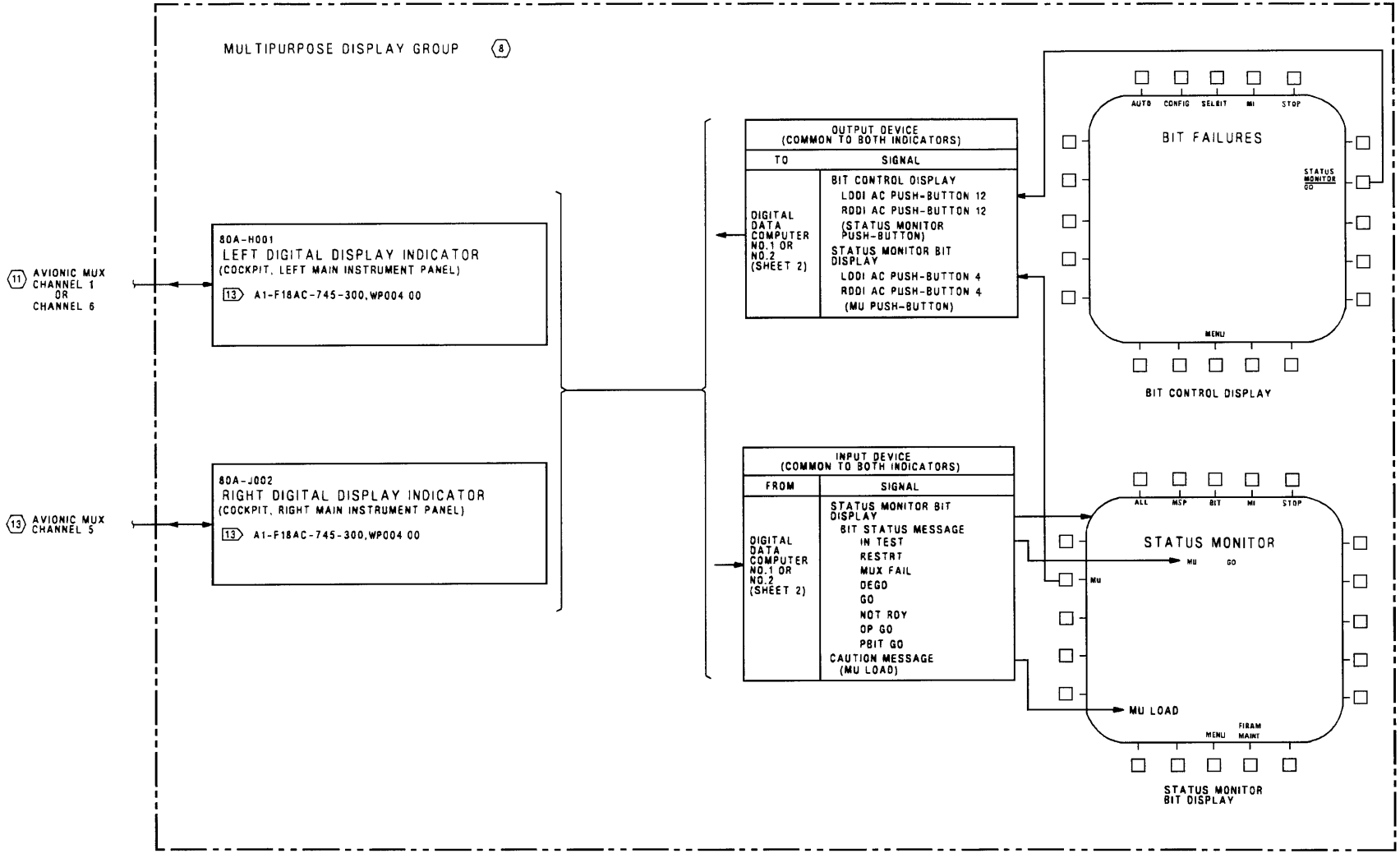


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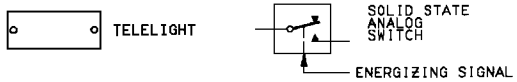
Figure 1.

Figure 1. Mission Data Loader Built-In Test Schematic (Sheet 4)

Figure 1.

LEGEND

1. CONTINUITY TESTS:
   A. ALL AIRCRAFT WIRE NUMBERS, SPLICE POINTS, AND GROUND POINTS ARE SHOWN IN A1-F18A( )-WDM-000.
   B. WHEN A LOW LEVEL CURRENT SWITCHING RELAY (IDENTIFIED BY ⊕), IS REMOVED FOR TROUBLESHOOTING, IDENTIFY RELAY AND SOCKET FOR CORRECT REINSTALLATION. DO NOT REPLACE LOW LEVEL CURRENT SWITCHING RELAY WITH ANY OTHER USED RELAY. IF RELAY IS DEFECTIVE, REPLACE WITH NEW RELAY.
   C. DO NOT TEST LOW LEVEL DEVICES (SWITCHES/RELAY CONTACTS) FOR CONTINUITY WITH MULTIMETER ON RX1 SCALE. PIN TO PIN TESTS THAT DO NOT GO THROUGH SWITCHES/RELAY CONTACTS MAY USE THE RX1 SCALE.
   D. WHEN TESTING CONTINUITY, TEST FOR:
      (1) SHORTS TO GROUND.
      (2) SHORTS BETWEEN SURROUNDING PINS ON CONNECTORS.
      (3) SHORTS BETWEEN SHIELD AND CONDUCTORS.
      (4) SHIELD CONTINUITY.
   E. WHEN ELECTRICAL POWER IS OFF, 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS ON CONNECTORS (IDENTIFIED BY ⊠). MAKE SURE MULTIMETER LEADS/JUMPER WIRES ARE INSTALLED ON CORRECT PINS WHEN TESTING FOR CONTINUITY.
2. NONSTANDARD SYMBOLS
   ⊕ IDENTIFIES RELAY USED TO SWITCH LOW LEVEL CURRENT. SEE NOTE 1.



   ⊠ IDENTIFIES 24VDC BATTERY VOLTAGE EXISTS ON SOME PINS OF THE CONNECTOR. SEE NOTE 1.

(3) FOR LOGIC DIAGRAMS RELATING TO REF CODE, REFER TO A1-F18A( )-OLD-000. FOR MEMORY INSPECT ACCESS LOCATION RELATING TO REF CODE, REFER TO A1-F18AC-FIM-100.

(4) EXPLANATION OF MATRIX
   A. COMPUTE COLUMN LISTS THE SIGNAL OUTPUT.
   B. INPUTS REQUIRED ARE USED TO DEVELOP THE SIGNAL OUTPUT.
   C. SIGNAL OUTPUT IS READ HORIZONTALLY. EACH HORIZONTAL LINE IS AN INDEPENDENT SIGNAL OUTPUT.
   D. INTERPRET MATRIX TABLE AS INDICATED.
      (1) ONE (1) INDICATES THIS INPUT AS NAMED MUST BE THERE TO GET THE OUTPUT.
      (2) ZERO (0) INDICATES THIS INPUT AS NAMED MUST NOT BE THERE TO GET THE OUTPUT.
      (3) DASH (-) INDICATES THE OUTPUT DOES NOT DEPEND ON THIS INPUT.

(5) POWER SCHEMATIC, WP005 00.

(6) AVIONIC MUX CHANNEL 1 SCHEMATIC, A1-F18AC-741-500, WP004 00.

(7) AVIONIC MUX CHANNEL 2 SCHEMATIC, A1-F18AC-741-500, WP005 00.

(8) THE MULTIPURPOSE DISPLAY GROUP IS MADE UP OF THE LEFT DIGITAL DISPLAY INDICATOR IP-1317( ), RIGHT DIGITAL DISPLAY INDICATOR IP-1317( ), HEAD-UP DISPLAY UNIT AN/AVQ-28, HORIZONTAL INDICATOR IP-1350/A. FOR MULTIPURPOSE DISPLAY GROUP, REFER TO A1-F18AC-745-500.

(9) DISPLAY REF CODES ARE NOT SHOWN. IF DISPLAY MALFUNCTION EXISTS, TRANSFER DISPLAY TO ANOTHER INDICATOR. IF MALFUNCTION EXISTS ON MORE THAN ONE INDICATOR, TROUBLESHOOT USING A1-F18A( )-OLD-000 INPUT REF CODES. IF MALFUNCTION EXISTS ONLY ON ONE INDICATOR, TROUBLESHOOT BY DOING DISPLAY TEST, A1-F18AC-745-200, WP004 00.

(10) AVIONIC MUX CHANNEL 4 SCHEMATIC, A1-F18AC-741-500, WP017 00.

(11) AVIONIC MUX CHANNEL 6 SCHEMATIC, A1-F18AC-741-500, WP019 00.

(12) MISSION DATA LOADER FUNCTIONAL SCHEMATIC, WP004 01.

(13) AVIONIC MUX CHANNEL 5 SCHEMATIC, A1-F18AC-741-500, WP018 00.

(14) CROSS CHANNEL/MUX BUS/DISPLAYS FUNCTIONAL SCHEMATIC A1-F18AC-570-500, WP021 01.

02200105

Figure 1. **Figure 1. Mission Data Loader Built-In Test Schematic (Sheet 5)** **Figure 1.**